

Beeswax, Teak and Castaways

Searching for Oregon's Lost Protohistoric Asian Ship



Nehalem Valley Historical Society

E. W. GIESECKE

Presented at the Conference of the Society for the History of Discoveries in Portland, Oregon in September 2006 and at three Other Historical Conferences in the Years 2004-2006

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In Computer

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Searching for Oregon's Lost Asian Ship

Nehalem Valley Historical Society

2007

by

E. W. Giesecke

“Beeswax, Teak and Castaways,
Searching for Oregon’s Lost
Protohistoric Asian Ship.”

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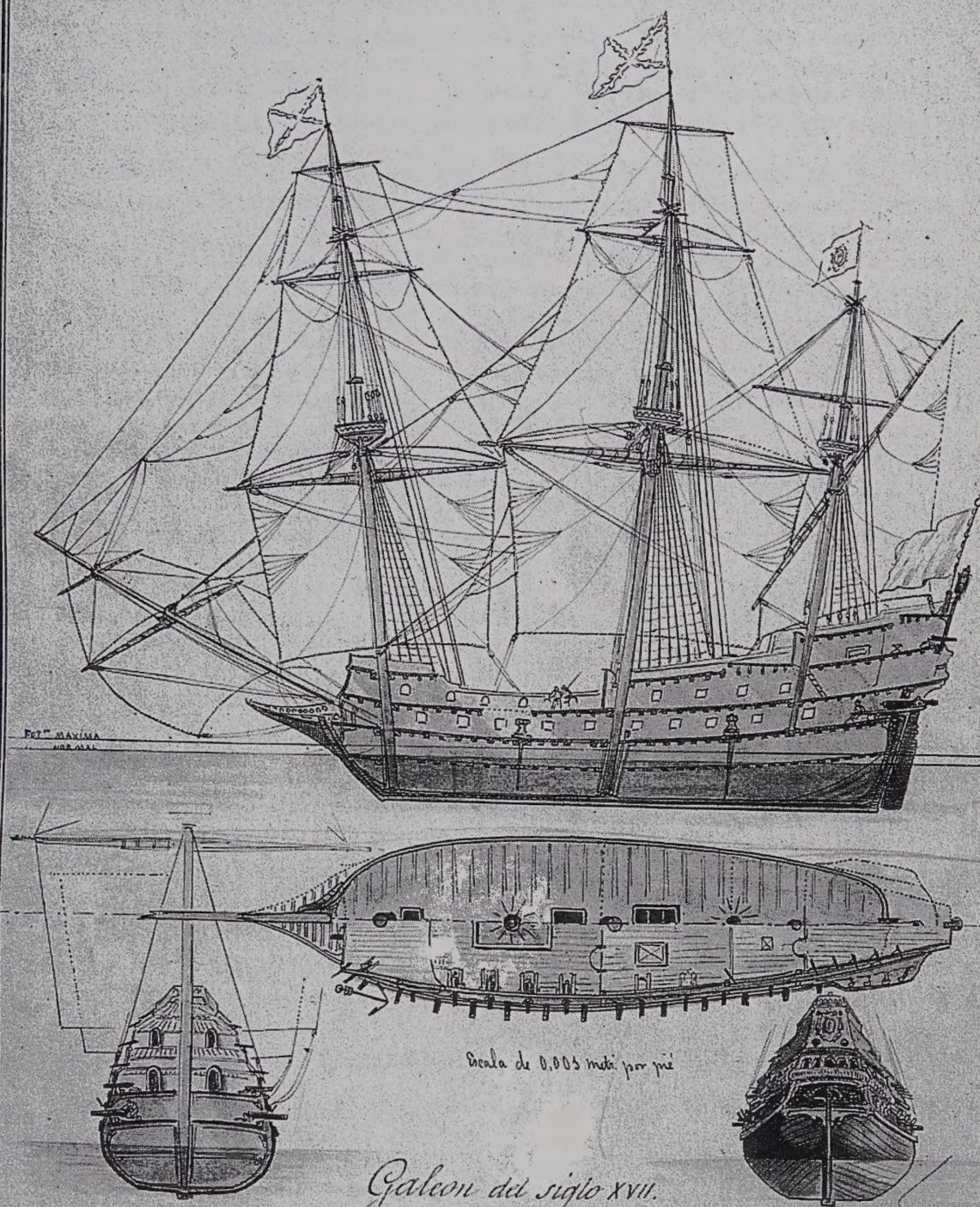
Oral and Documentary History,
Oregon Coast, 17th Century to the Present

1. Oregon coast history
2. Protohistoric trans-pacific “first contact”
3. Tillamook-Nehalem area coast
4. Interviews of settler family descendants
5. Oregon coast Indians
6. Nehalem Valley Historical Society
7. Spanish Manila galleon trade
8. San Francisco Xavier (ship)
9. Southeast Asian beeswax
10. History marker
11. Nehalem Bay State Park
12. Shipwrecks
13. Oregon coast maps
14. Early Oregon newspapers
15. Archaeology
16. Oral history

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Contemporary drawing of a mid-seventeenth century Spanish galleon. (Museo Naval, Madrid) That the Nehalem shipwreck was a Spanish vessel was written in a fur trader's journal as early as February 28, 1814, by Alexander Henry the Younger writing at Fort George (Astoria), a Nor-West post: "They [the Indians] bring us lumps of Bees Wax, fresh out of the sand...Southward where the Spanish ship was cast away."

AUTHOR'S NOTE

Where the rugged, forested headlands of the coast range meet the mighty blue Pacific, interspersed with broad, white shimmering beaches inviting us to join in. Alone, this is enough to motivate one to write about.

But then add to all this the mystery of this beautiful area: the traditions, now the first-hand reports and the results of scientific testing, of an ancient Asian vessel and its many passengers that made "first contact" with the native peoples here 150 years before arrival of the eastern settlers. Who now can resist a new volume with untold, local accounts of this historic adventure?

After countless articles and books about the Nehalem chronicle, it seems timely to focus in on a single theme. The present location (or locations) of the old beeswax ship has been lost. When last seen in approximately 1926 under the blowing sands there were no roads, walkways or utility lines to mark the spot.

Following a dozen or more summers vacationing on this north Tillamook coast, I undertook a personal mission: to discover "who still knows what" about the beeswax ship and where its remains lie, now buried by the stabilized sand. My interviews began in 1954 with local residents, including William Snyder, Alex Walker, Ben Lane, Harry Scovell, Otto Effenberger, Jean Prentiss and some two dozen others. A most helpful source was Thomas H. Rogers of McMinnville who took it upon himself back in 1896 to unlock the secrets of Nehalem. He was 92 years of age when I met him in 1954. His articles on the beeswax wreck abound in century old newspapers in small towns from the valley to the coast. He saw the old hull in 1896. This book tells about his and other sightings.

No new theories are advanced in this book. It is enough to report all the first-hand accounts that have been available over the past 50 years. We narrow the location of the old ship down to within a few hundred yards. For this, I wish to thank all the elderly residents I have had the pleasure of meeting and talking with over these decades; the list is included inside.

My thank you also to those many who have helped with this small book: members of the Nehalem Valley Historical Society, of the Tillamook County Pioneer Museum, individuals such as Lewis Scott and John Woodward, residents of both Portland and Neahkahnie. This author wishes good reading and study to all.

E. W. Giesecke 2007

C O N T E N T S

Drawing of Spanish galleon, mid-seventeenth century

Author's Note

Introduction

List of persons interviewed beginning in 1954, Oregon coast

Author's proposal for historical roadside marker, Nehalem

Nehalem peninsula map

Chronology of the Nehalem Asian shipwreck

Significance of the beeswax wreck

Ship's breakup path, with map

Radiocarbon dates from the beeswax and hardwood

Survivors from the 300 year old Asian wreck

Source of Nehalem teak: Southeast Asian, laboratory letter

Newspaper articles of early traditions of survivors

"Nehalem's Ancient Asian Shipwreck: Locations on the Sandspit
from Early Area Residents," ms. paper, 8 pp.

Illustrations: photographs, maps, newspaper articles
of 13 locations in three clusters of reports;
interviews with early residents who saw the wreck

Aerial photographs of Nehalem peninsula, 1939-1980

APPENDIX

Research letters and e-mails beginning in 1929:

Tillamook, Philippines, others

First report of beeswax: brought to Fort Clatsop in 1806

Research notes, ms. Including bibliography

"Seven Evidences: A Spanish Galleon Wreck on the Oregon
Coast." Includes additional bibliography, with illustrations,
letters, photograph. 8 pp.

Warren L. Cook, author, two letters, San Francisco Xavier

Photograph, Alex Walker, Tillamook Pioneer Museum, beeswax

Tillamook Chamber of Commerce, report of find of ca. 1700 AD
silver oleum jar in Manzanita surf in 1898

Letter from Naval Museum Director, Madrid, re galleon

About the author



Looking north at rugged Neahkahnie Mountain from the northern Manzanita beach, near Nehalem.



View to the south of the Nehalem peninsula and of Neahkahnie and Manzanita, from U. S. 101

INTRODUCTION

to

Beeswax, Teak and Castaways

For two centuries there have been found on this scenic Nehalem coast many fascinating objects: cakes and candles of Asian beeswax, hardwood timbers and sherds of Chinese porcelain. Tests and studies have dated them back more than three centuries. Thus a significant event on our coast has been elevated from legend to historical fact.

Did any of the passengers and crew of this ancient shipwreck survive? Ethnologists and historians have written that they did. Coast natives held firmly in their traditions a record of some survivors. And as one pioneer wrote: "When I came here in 1843 I made all the inquiries that anyone could concerning that [beeswax] wreck... It was at the mouth of the Nehalem river; there were thirty in number; that they had tails on their heads. They were white but not as white as we are." (The Daily Astorian, July 17, 1883.)

More than 20 tons of beeswax have been written of, to have been found on our north Oregon coast. Radiocarbon dating has been carried out several times (e.g., Ore Bin, January 1962). Pollen analysis placed the origin of the wax from Luzon, Philippines. Documentatation exists for the large beeswax cargo of at least one Asian ship, the Manila galleon San Francisco Xavier, sailing from Manila Bay in 1705. It listed 500 cakes of this wax on board, some 75 tons (Warren L. Cook, Flood Tide of Empire, 34).

Teak timbers and planks, and objects made from them, e. g., canes, were common along the Nehalem coast in the early 1900s. A few years ago a laboratory of the University of Washington obtained a radiocarbon date of 1638 AD from one of these hardwood canes. A small table now at the Columbia River Maritime Museum has its top made of Southeast Asian teak, analysed as tectona grandis by

INTRODUCTION (continued)

the same university. The table was contributed by Ben Lane, Mayor of Manzanita a half century ago, from wood off the sandspit. A ship's rigging block was found on the Nehalem beach in 1896 by early resident Patrick Smith. It weighs 35 pounds and is 32 inches long. It was laboratory dated at 1640 AD and the wood was identified as calophyllum, a tropical hardwood. Smith later donated it to the Horner Museum, Benton County, Corvallis.

Early Chinese porcelain fragments have been found on the Nehalem sandspit. Indian middens and their camping sites have yielded such sherds, as for example from systematic search in the late 1980s by two Portland archaeologists. They were displayed at history museums in Tillamook and Portland. Radiocarbon dates of associated charcoal placed the sherds between 1570 and 1720 from China. One local collector has sherds of the Kangxi period (1662-1722).

Oregonians were greatly interested in the beeswax ship, beginning more than a century ago. John Hobson, a pioneer of 1843, wrote "...the [hard]wood was found near the center of the spit..." He found timbers, square wrought iron spikes and a copper chain (Oregon Native Son, October 1900, p. 223). Thomas H. Rogers of McMinnville saw the wind-exposed hull in 1899. It was "far down in the muck and sand," only the upper part being visible. He wrote that it was located 600 yards inland from the shore on the sandspit (McMinnville Telephone-Register, September 21, 1899). Harry Scovell who was 80 in 1968, and others of his generation, told this writer that they played among the ship's ribs as children. E. M. Cherry of Astoria planned to build a cofferdam on the Nehalem sandspit and expose the old Asian wreck (Morning Oregonian, August 1, 1929, p. 1).

Nehalem area residents believe a historical marker on this peninsula is in order. Much depends on the State of Oregon which owns the land for the Nehalem Bay State Park. A marker would highlight the beeswax ship and the likely first contact between Pacific cultures.

People I have interviewed, 1954 to 1990, in my attempt to obtain local on-the-spot information about the Nehalem beeswax shipwreck (and also, early on, about the Neahkahnie legend). The search for the teak galleon on the sandspit and source of the beeswax goes on. I have identified three areas where my reports cluster very well, as to location of the galleon wreck:

in the surf, visible at extreme low tide and after erosion, 2½ miles north of the Nehalem River mouth; 300 yards in from the beach along the line of Glenesslin; and 600 yards in from the shore just south of the Glenesslin road line and some 200 yards northwest of the airstrip runway. The wreck may be 10 feet under the sand here.

Thomas H. Rogers, druggist, author, 1954

William A. Snyder, Nehalem, son of NKN pioneer, 1954

J. Neilson Barry, Portland historian, Ore. Hist. Society, 1956

Alex Walker, Curator, Tillamook Co. Pioneer Museum

Frank Kumm, " " " " 1954

John and Jean Prentiss (she is daughter of Sam Reed, NKN), 1955

Ben Lane, Mayor of Manzanita, son of pioneer Lane family, 1956, 1965

Ellen Center, Native American, Tillamook/Garibaldi, Chief Kilchis, 1954

Wayne Jensen, Director, Till. Co. Pioneer Museum, 1955 etc.

Otto Effenberger, judge, Tillamook

Hattie Henderson, pioneer family, Nehalem Valley, 1966

Coleman Wheeler Jr., boat owner

Charles W. Pike, protege of Pat H. M. Smith, hunter, 1954

Frank Pike, brother of Charles, 1954

Milo A. Merrill, treasure hunter of NKN, 1954

August Grader, worker with Milo M., 1954

John F. Memering, NKN golf course owner, 1956

Charles W. Johnson, Nehalem history, Pat Smith's nephew, 1954

C. W. Amos, NKN old timer, geology

Lewis Judson, " , 1955

Mert Archibald, Nehalem old timer, 1956

John A. Woodward, archaeologist, 1990, 1994

Charles Hibbs, " , 1990

Alison Stenger " 1990

Harry Tuttle and wife, 1969, son of finder of silver jar in surf, 1898

Harry Scovell, part native American, old timer, 1968

Howard Tilden, old timer, Nehalem, 1968



TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 18, 1974

Lt. Col. E. W. Giesecke
3855 S. E. 67th Street
Portland, Oregon 97206

Dear Colonel Giesecke:

Thank you for your kind letter and the interesting information concerning the Nehalem beeswax ship. I share your interest in this intriguing episode of our history and agree that a historical marker is in order.

It is my understanding that the Parks and Recreation Branch of the Highway Division has received and acted favorably upon your proposal. Your encouragement is greatly appreciated.

Sincerely,


Governor

TM:dr

Proposed Marker Wording

Nehalem Beeswax Ship

Somewhere on or near this State Park land between the Pacific Ocean and Nehalem Bay lies buried the remains of an ancient Asian ship. This wreck has been called the "Beeswax Ship" because of the many tons of beeswax, in blocks and candles, that have been found nearby. Also from Southeast Asia were the teak planks and other hardwoods that were exposed here after storms. These artifacts have been dated and shown to be more than 300 years old. Also, centuries' old broken bits of Chinese porcelain have occasionally surfaced. These then date some 150 years before the first settlers came to the Tillamook country. Nehalem Indians told these pioneers of their tribal tradition that some of the crew, as many as 30, survived the shipwreck and lived for a time among them. If so, this was a very significant "first contact" between two separate cultures reaching far across the Pacific Ocean.



OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

March 8, 1974

F. B. KLABOE
Administrator of Highways

Lt. Col. E. W. Giesecke
3855 S. E. 67th Street
Portland, Oregon 97206

Dear Colonel Giesecke:

Thank you for your letter requesting that we consider installing a marker at Nehalem Bay State Park to commemorate the shipwreck which centuries ago deposited ashore a cargo of beeswax, and which represents some of the earliest maritime activity off the northwest coast of America. I regret the long delay in responding.

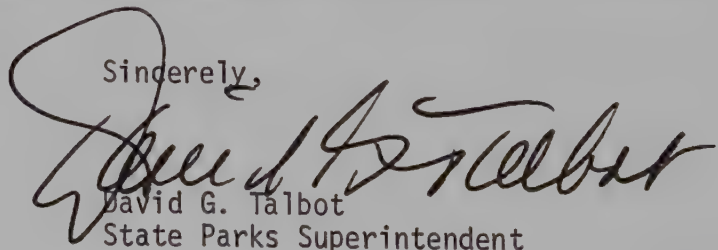
We have concluded that such a marker would be an appropriate and interesting feature of the park.

There is probably a case to be made for placing a marker at the foot, or ocean end, of Laneda Avenue in Manzanita which, as we understand it, is in closer proximity to the site of the shipwreck. However, because neither the State Highway Division nor its Parks and Recreation Branch has jurisdiction in that location, responsibility for the fabrication, installation and maintenance of a marker would more logically rest with some other agency or organization.

We appreciate having the proposed text which you provided. We will devise a suitable marker based upon your suggestions and work toward installation in the park as soon as possible.

Your interest in Oregon history relating to park lands is greatly appreciated. Thank you again for being in touch with us.

Sincerely,



David G. Talbot
State Parks Superintendent

Manzanita

Neahkahnie
Lake

Al

29

28

BM

Mobile Home Park

Borrow
Pit

Hallensted
Pk

Cem

Bayside
Garden

27

32

Mobile
Home
Park

PARK

22T

Sand

Sand

Sand

Crest

Nehalem Bay
Airstrip

33

Tidal
Flat

Manzanita

T3N
T2N
STATE

Mobile Home
Park

Parking
Areas

Boat
Ramp

Fishery
Point

2-6

BAY

BAY

101

200

Chronology of Nehalem Wreck

- ♦ **1640 – 1705 Wreck of beeswax-laden Asian ship, Nehalem sandspit.**
- ♦ **1813 Fur trader wrote, “great quantities of beeswax are dug out.”**
- ♦ **1852 Tillamook pioneer writes of native tradition of white men saved from the wreck and tons of beeswax found.**
- ♦ **1877 Indian princess quoted: Ship loaded with beeswax was wrecked on the sandspit. Survivors came ashore.**
- ♦ **1898 Shipwreck out in the surf yielded beeswax and a small silver vase, dated to late 1600’s.**
- ♦ **1899 T. H. Rogers saw part of the teak hull where winds had blown the sand away. Found teak timbers and 10 foot mast-step 600 yards inland.**

Low Tide Exposes Hulk Of Ship Described in Book Written By Resident Here

Thirty-three years ago Thomas Rogers of McMinnville found time in his spare hours to fish and hunt and write short stories of his adventures. While riding in a boat near Tillamook with Joe Whiting, "an old salt" of the Nehalem river country, Joe remarked to "Tom":

"Why don't you go up to the mouth of the Nehalem river and see the beeswax ship. There are many wonderful and mysterious legends about its past. It is told that strange dark men, long before the white man came, unloaded a strong box upon the beach somewhere, and that the beeswax ship is filled with gold and jewels—a pirate's ship."

Met Oldtimer

A short time later Tom went to the Nehalem and there he met Pat Smith, the only man in the region who had taken enough interest in the mystery legends to watch the rough waters for signs of the almost hidden ship, which had been resting on the bottom of the river's mouth for countless years.

Mr. Rogers and Mr. Smith explored up and down the coast for signs of lost treasure and into Tom's ears were poured the legends and stories dealing with the coming of the ships, three of them, who had fought a mighty battle off of Neakahnle mountain. Two were sunk and the third, badly damaged, was drifted by a storm into its resting place at the mouth of the Nehalem.

Tide Exposes Ship

Several days after Mr. Rogers had returned to his home in McMinnville, an unusually low tide exposed the ship to sunshine and air and onto its weary hulk Mr. Smith ascended. He ripped up several planks, cut several small pulleys from their chains and salvaged a huge pulley, nearly three

feet high, made of teakwood, which he later presented to Mr. Rogers. It has since been presented to the historical museum at Oregon State college.

Thus began thirty-three years of study and writing of the Nehalem country by Mr. Rogers and today there are few who challenge the statement that Mr. Rogers is the best posted of all men on the secrets of the Nehalem and the sunk-en ship.

Book Authority

His latest book, "Beeswax and Gold," released a few months ago, has become an authority by which a \$35,000 salvage expedition is planned to release from the sands the "beeswax ship." Strange as the legends appear, they bear the closest scrutiny of historians, and are substantiated by markings on rocks and Indian history, handed down from age to age.

The wrecked ship, supposed to have sunk in 1679, is one of the outstanding mysteries of the far west coast. The fact that it carried a load of beeswax has brought the speculation that it was a merchant ship, chased upon the coast by pirates, and may contain in the far depths of its hold jewels and relics of priceless value.

Over all of the talk and theories, Tom Rogers watches with a twinkle in his eye from behind his prescription counter in his drug store. He has written the stories, told the world the legends and now a little hopefully he watches with interest a group of commercial men, who intend to tear into the heart of his secret and determine of what it consists.

Willamina—Foster Lumber company erecting sawmill on farm on Coast highway about four miles west of here.

Pendleton For Bigge Of Ann

Pendleton, Ore. ing big in the is the Pendleton 18, 19, 20 and 21 lar event of v tance, this year greater proport For this is t versary and the Western pagear mony to the su munity enterpri sponsored by lo ago and which their whole-hea cently a \$20,000 voted for the in Round-Up—t

bleachers, etc. is that on this will be unveile the first day o statue to the la lor, sheriff of U second presiden who in 1920 lo hands of outlav Cast in bron tue is the worl Proctor, famous tiful memorial ness to receive prominent peop the unveiling.

As a new fea neers from all gather at the R nesday will be dreds of men a covered wagon see the Round- events of the (cowboys and In bronks and wild

TOO LATE

WANTED—W Grill.

FARM FOR R Whiteson, about vation, 5 acres l so brush pasture livable. Inquire Bldg., Forest Gr

Note: The writer is looking back 33 years to 1896 when Pat Smith climbed on to the aged Asian shipwreck in the Manzanita surf. He retrieved wood 350 years old.



Copy of Rare Early Map of Nehalem Bay Printed in 1875
Note the absence of jetties, the shoals, and the more southerly river mouth. The ink spot at the upper middle is close to where early residents said the wreck was located.

Chronology of Nehalem Wreck - 2

- ♦ **1910 Edmund Lane, Manzanita owner, collected three tall piles of teak planks from the site of the beeswax wreck.**
- ♦ **1926 Last year that the wreck was exposed, or seen with ribs and teak deck. Youngsters played in it.**
- ♦ **1982 Radiocarbon dating of a large block of beeswax by Shell Development yielded date of 1650 AD, plus or minus 30 years.**
- ♦ **2006 Where is the wreck, or portions of it, now? New search is proposed.**

Significance of Nehalem Beeswax Wreck

- ♦ **Preserved evidence of early transpacific voyage and commerce.**
- ♦ **Survivors met Indians. First contact, 300 years ago.**
- ♦ **20 to 40 tons of Asian beeswax found, source unknown.**



Nehalem Beeswax Block Characters - Prof. Stafford, January 26, 1908



Frank Kumm, Curator

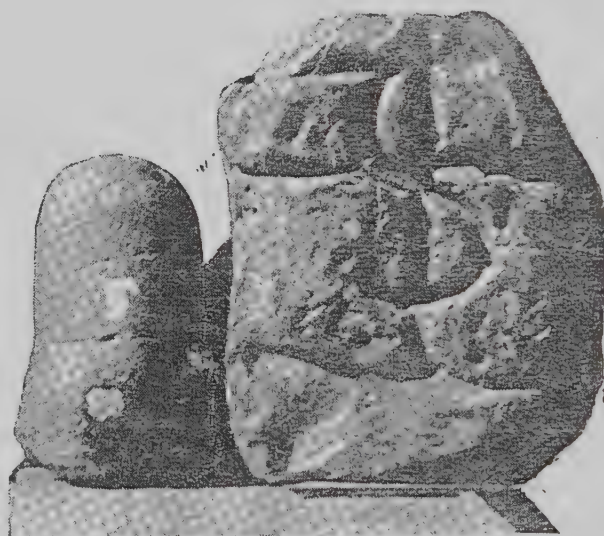


Photo. by Tuttle,
NEHALEM BEESWAX IN THE POSSESSION
OF N. CLINTON.

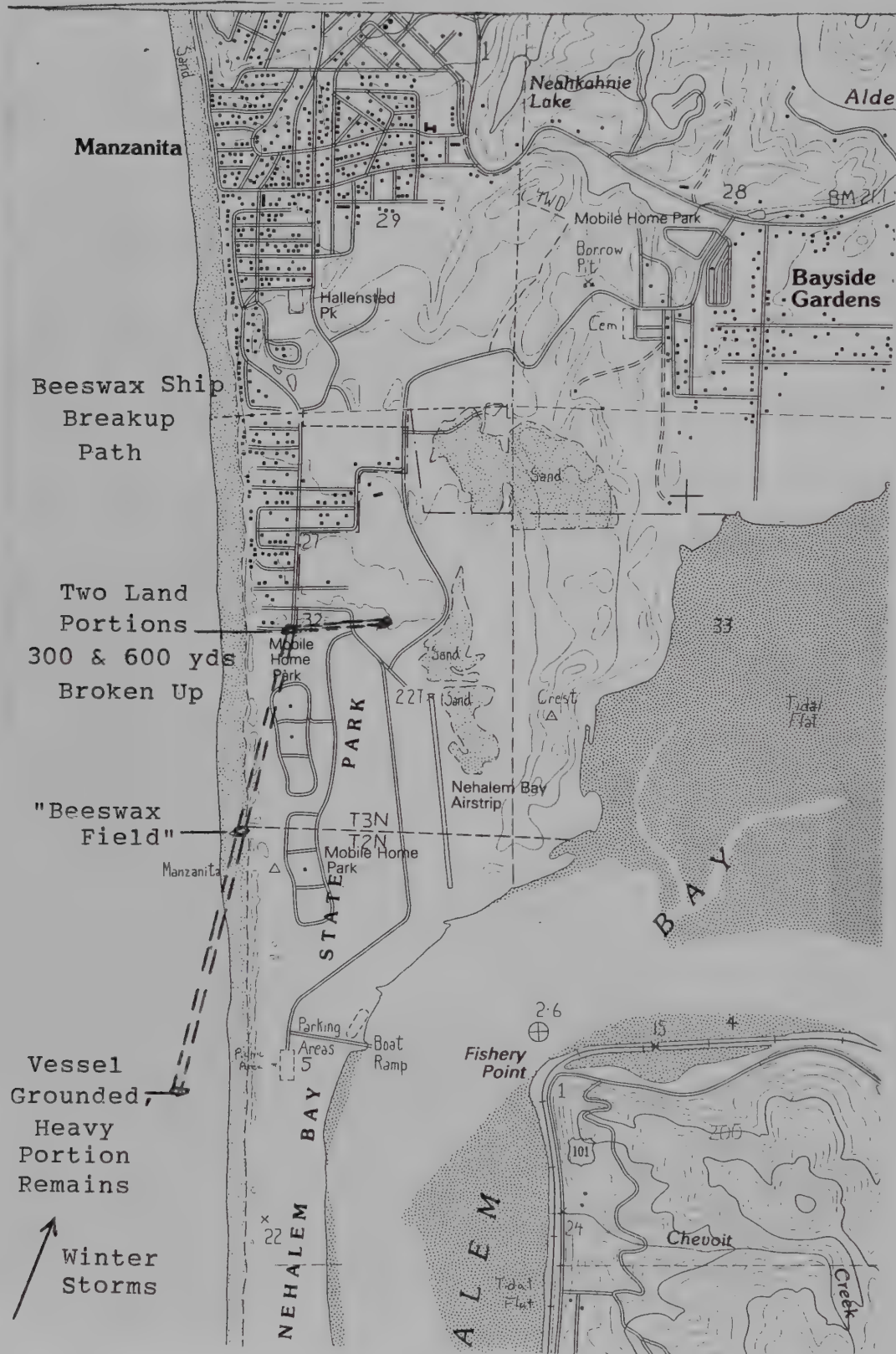
Ship's Breakup Path

- ♦ Approximately 1 mile, SW to NE, on sandspit.
- ♦ Winter storms come from the SW.
- ♦ Vessel grounded off mid-part of spit and broke up; ballast, cannon, etc. in surf.
- ♦ Lost much wax on spit beach, NE drift. (Manzanita "beeswax field")
- ♦ Ship's superstructure driven up onto the spit, a portion at 300 yards and much at 600 yards inland.

Geomorphology of the Nehalem Sandspit

- ♦ Beeswax and teak timbers are buried "within 10 feet of the surface, above high tide." — USGS 1896
- ♦ The January 1700 mag. 8-9 earthquake and 30 foot tsunami brought extreme erosion to the sandspit.
- ♦ In 1894 the sandspit was described as being only 2 to 3 feet above high tide level.

Parts of a shipwreck, both in the surf of the sandspit and up on land up to 600 yards in, contained centuries-old Asian wood, beeswax and some artifacts. Thus it is reasonable to assume the vessel broke up in the surf, the heavy section remained and the upper decks came ashore.



Reported Locations of the Remains of
a ca. 1700 AD Asian-built Vessel

Nehalem Beeswax Ship Radiocarbon Dates From the Wax & Wood

- ♦ Beeswax AD 1485 (1650) 1655 Woodward 1986:221
- ♦ Wood pulley* AD 1519 (1630) 1639 Woodward et al, 1990:63-4
- ♦ Teak cane AD 1517 (1630) 1639 Woodward et al, 1990:63-4
- ♦ Wood rigging block** AD 1522 (1632) 1637 Peterson; Erlandson 1997

*Found 1899, **Found 1993

Survivors From the 300 Year Old Asian Wreck

- ♦ Asian contact with Oregon Indians was earliest known on our coast (settled in 1850).
- ♦ Some survivors took native women for wives (tradition).
- ♦ Nehalems angered. Eventually killed Asian castaways.
- ♦ Some beeswax blocks found under sand in “stacked” positions. A tradition of castaways’ “storehouse.”

Right: Beeswax blocks and candles on display at the Tillamook Pioneer Museum, found on the Nehalem sand spit. The card reads: "The Tillamooks were known to have traded large quantities of the wax in Astoria and Vancouver. Pollen in the wax has been identified as being from Luzon Island in the Philippines."

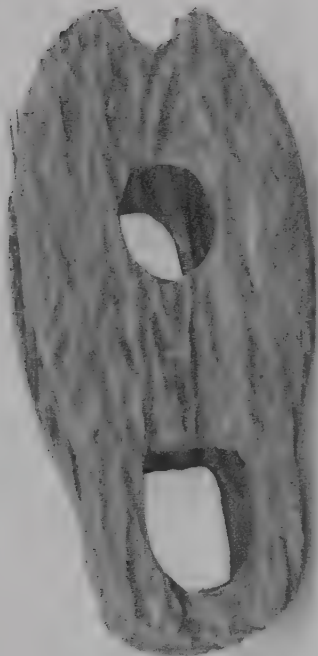
The blue and white porcelain sherds were recovered from the beeswax site. A technical paper indicates that the Tillamook coast sherds have been dated to approximately 1700 A.D.

Below: Beeswax block on display at Pacific University Museum. The card reads: "The initials I. H. S. (the Greek contraction for "Jesus") or I. H. N. ("In His Name") on the beeswax suggests this was a shipment consigned to west coast Catholic missions. The piece here clearly shows the letter "N" on its surface." (Photos by EWG)



**17th Century Ship's Pulley
from the Wreck in the Surf on
the Nehalem Sandspit, 1896**

Thomas H. Rogers, in response to a telephone call that the lowest tide in 20 years was on and that the hull of an old ship was seen in the surf, arrived there too late. But his friend, Patrick H. Smith "had anticipated us by taking an old pulley and some teak wood from the wreck." The pulley is 32" long, made of Asian calo-phyllum and radiocarbon dated to the mid-17th century. Current belief is that this wreck in the Nehalem surf is the lower, heavy ballasted section of the teak ship whose upper hull was exposed by blowing sand several times until 1926. Rogers wrote that this on-land and large hull of the ship was 600 yards inland from the surf. This pulley block is housed at the Horner (Benton County) museum, Corvallis, OSU Coliseum basement. (References are in the Appendix.)



**Pulley block found by Pat Smith
from wreck, sandspit, 1896**

Important letter: Teak wood from the Manzanita beeswax ship came (Sample #1)
"from the Philippines or Malaya region." See note at the bottom.

UNIVERSITY OF WASHINGTON

SEATTLE, WASHINGTON 98105

July 27, 1970

College of Forest Resources

E. W. Giesecke
318 North Rogers Street
Olympia, Washington 98501

Dear Mr. Giesecke:

After more than a week's work I more fully realize the lack of adequate keys for identifying samples such as yours. The detective work is not quick and easy. The limited amount of transverse surface (end grain) area in such small samples give inadequate information for some of the major identification features of tropical woods, namely pore patterns and parenchyma distribution. I have had to fall back on microscopic characteristics in the radial and tangential views, so it has been slow going.

The conclusions I reach are that samples No. 1 and 2 are both teak Tectona grandis but of quite different growth rates. No. 1 is more like a sample we have from Malaya, while No. 2 is closer to the growth of samples from the Philippines and India. This is no proof of origin as we know growth rates vary from tree to tree or within trees in one locality.

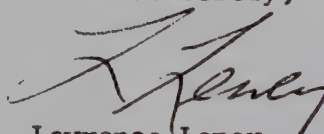
Sample No. 3 is Greenheart Ocotea Sp. probably from West Indies, Guiana or South America. This was very difficult to determine.

Sample No. 4 keys out to Lignum vitae, Guaiacum officinale or G. Sanctum, which is from the West Indies or Central America.

As for origin of the wood you can say Sample No. 1 could have come from the Philippines or Malaya region. Sample No. 3 is West Indies or Central America.

I hope this information is helpful in your research.

Yours sincerely,



Lawrence Leney
Associate Professor, Wood Science
and Technology

LL/n

(Note added for this book: Source of Sample #1. This sample of teak was gently sliced (in 1960, with approval) from the underside of a table top located in the Columbia River Maritime Museum. It was made in 1930 for Ben Lane, former Manzanita mayor. He told the writer (addressee, above) that it "was built from wreckage off the old beeswax ship on the Nehalem sandspit." This would support the belief that the wreck is that of a Manila galleon. These ships were made of SE Asia-grown woods.)

ASTORIA, OREGON:

TUESDAY JULY 17, 1883

—Sol Smith Russell next Monday.

—The Columbia arrived in yesterday morning. The State sails to-day.

—The editor of the Salem Statesman wants to know the name of Astoria's police judge. Let him come down here and go on a toot, and he can be accorded that information.

—Eighty-five thousand cases of salmon have been shipped to San Francisco from this port, this season; about fifty-three thousand had been shipped in the same period last year.

—Messrs. Simpson & Bros. are having a survey made from Knappton opposite Astoria to Shoalwater bay with the intention of constructing a railroad from the waters of the Columbia northward.

—Mrs T. S. Jewett arrived on the Columbia yesterday from an extended visit to Santa Cruz. Her dressmaking establishment re-opens to-day. Ladies who wish to see something new in styles will do well to call.

—The case of the city vs. Jacob Kamm, on trial in the circuit court for the past two days, went to the jury at 3:30 yesterday morning. After being out one hour and a half they brought in a verdict awarding Mr. Kamm damages in the sum of \$16,500. —Sunday Oregonian.

—In the justice court yesterday afternoon, in the case of the state of Oregon vs. Wm. Dubury, the preliminary examination resulted in the holding of the defendant to await the action of the grand jury. Two of the witnesses, Packford and Gill, were also held. Time was given till Friday to procure witnesses.

—The case of George Hill, charged with violating ordinance 172, came up in the police court yesterday afternoon for trial, and after the examination of several witnesses was given to the jury, who, on the second ballot brought in a verdict of acquittal. The cases of Robt. Wilgren and Wise man & Co., come up this afternoon.

Work in the "burnt district" pro-

knife and a carpenter's lead pencil. We are of the opinion that deceased was a logger or woodman of some kind and that he came to his death by drowning in the Columbia river. Deceased was about five foot nine inches, heavy set, and red or nearly red hair, weight about one hundred and ninety pounds, about thirty years old and smooth face.

All of which we duly certify to by this inquisition in writing by us signed this 15th day of July 1883.

That Beeswax.

SEA SIDE, July 17, 1883.

ED. ASTORIAN:

I don't think that any living man ever heard of a beeswax wreck on Vancouver Island. When I came here in 1843 I made all inquiries that anyone could concerning that wreck more on account of the great treasure that the Indians say was deposited there by those people. It was at the mouth of the Nehalem river; there were thirty in number; that they had tails on their heads. They were white but not as white as we are. They were made slaves of by the Indians. When they came in from work they would sit with their backs to the wall to keep the children from bothering them. There was a blacksmith amongst them; they would go to the beach at sundown and cry, and tell the Indians that was where they lived. Thomas McKay went with a company of Hudson bay men to Nehalem in search of the great iron chest. There are Indians here yet that know when Thos. McKay went down. I saw him in '49 in Cal., and asked him all about it. There is one Indian at Nehalem yet that says he was a man grown when Lewis and Clark came here. The Indians at that time lived where the Sea Side now stands and that Lewis and Clark came there and made salt. This wreck was so many generations ago that the Indians have no idea when, but the beeswax is there to this day. They have a long story about it and I think a pretty true one but I am such a poor scribe that I will stop.

SEA SIDE.

You Giddy Thing!

There is an ex-military chieftain, of very subordinate rank, down at Astoria, who runs a paper. He is one of the kind of warriors who are invincible in peace and invisible in war, and of course he don't like the Polaris. No serious results are anticipated at

lower part of Bear creek, was quite successful until within a few hundred yards of Fisher's landing, the head of navigation. There the unfitness of the Relic as a snag puller was conclusively proved by a broken propeller bent shaft, and distorted condition of the sheet-iron and hitherto gracefully proportioned craft. It being impossible to land the party in the impenetrable thicket of brush and blackberry vines that overlapped either bank of the stream the vessel was poled to the landing, and run aground for repairs at low tide. At this point the party disembarked. There is considerable open ground, and this in the immediate vicinity, and farther up

See center column for early native tradition of the beeswax ship. Beginning in 1843, "Sea Side," the writer interviewed local peoples on the coast. They told him the wreck was at the mouth of the Nehalem river, there were 30 survivors, they had long hair tied at the back, they appeared to be Asian and "they were made slaves."

Note that the writer also talked to Thomas McKay in 1849. This is one of many stories of castaways from an old Asian ship at Nehalem. These reports to the first white settlers on the Tillamook coast are consistent that there were survivors from this wreck that took place more than a century before the first settlers came to that coast. This suggests first contact between separate cultures from across the far Pacific.

Summary: The Nehalem Beeswax Galleon, 1640 - 1705

- ◆ Oral and written reports of the wreck cluster into three locations, one in the surf and two land portions 3 miles north of the river's mouth.
- ◆ Vessel likely a Manila galleon, based on the many tons of beeswax blocks and the scores of teak timbers.
- ◆ Japanese ship or junk, or other vessel a possibility.
- ◆ The wreck brought the Nehalem Tillamook and the ship's survivors into direct contact, a "first" event now permanently etched in coast history.

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WHEELER REPORTER

Wheeler, Oregon

Weekly Newspaper, Published Every Thursday.

Devoted to the best interests of the Nehalem Valley

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G. B. NUNN, Editor and Publisher



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PIRATE OR MERCHANTMAN?

An old Indian woman is cited by August Hildebrand, historian of the Angora Hiking club as one of the last of the Indian survivors to tell the story of the wreck and the treasure chest. She tells of the lowering of the chest from the ship after the vessel came ashore.

The Indians woman's narrative is recited by a white woman who was a child and overheard the squaw tell the details to her mother. "I am quite old now," the story begins. It continues:

"When I was a little girl, say about 6 years ago, I knew an old Indian woman. She was from the Tillamook dian woman that used to visit my county, that is all that part that lies south of Tillamook Head, I listened in on her talk.

Describing her childhood as having been spent on the Nehalem, the Indian woman's story runs thus:

"One day a ship came ashore. She was in need of repairs and was beached. A storm broke and smashed the vessel beyond further repair. Everything was taken off.

We Indians were frightened. The sailors were people of different looks. They had curly hair while ours was straight. In later years, we called them Portugese.

We ran away from them and hid on top of Neah-kah-nle mountain behind the rocks. The ship was on

the sandy beach just below to the south. We could see everything very well. Among other things, we saw them lower with ropes a very heavy box. This box was lowered into a hole right on the beach below the ship. It was too heavy to carry any where. When it was well down they covered the hole with rocks. Some people claim that it was gold. We people did not know the value of money and did not care.

That on the long finger of sand which separates Nehalem bay from the ocean a ship carrying a cargo of beeswax was wrecked is a story that vies as a mystery with the ship, which carried the chest of gold.

Wax found on the beach, even down to the latest decade, is convincing testimony as to the cargo of beeswax.

The first settlers say there were great chunks, some weighing 200 pounds. Some of it was completely underground. The Indians told of a time when the beach was strewn for miles with the substance. Many candles were found, of which the Indians said they "had the rope in them"—meaning the wick.

The Indians gathered the wax and sold it in the early Astoria stores according to one account. The same published authority says:

The first white settlers soon learned the value of the substance, and many tons were shipped to Portland and Astoria markets. From the date of the earliest shipments to the present time there is no telling how much of the wax has been marketed. But if all stories are correct, it would run into scores of tons.

Another account of the beeswax wreck, also of Indian origin, says, "One morning the Indians went to the hunting ground along the mountain in quest of game." The account follows:

To their surprise they found a large quantity of strange substance, something they had never seen before—it was the beeswax. A little further along the beach they found the wreck of the monster canoe. None of them had ever seen such a boat. Its sails were flying in the wind and objects of every description were lying on the beach. To add to the mystery there were a number said to have been 30, of men whose faces were white and whose dress and language were new to them. By signs they learned that the men had come from across the ocean and that their ship had been wrecked during the night.

Conflicting stories were told of what become of the crew of the wrecked ship. One account is that

the men were all lost while trying to salvage a part of the cargo. One Indian account is that four took the trail northward and never came back. The remaining 26, the account adds, built cabins on the slope in the neighborhood, but in time the feeling broke out between whites and Indians and in a battle with the natives all the whites were killed.

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NEHALEM'S ANCIENT ASIAN SHIPWRECK

LAST SEEN THROUGH WIND-SWEPT SANDS IN 1926: REPORTS OF THE LOCATION OF THE BEESWAX SHIP

As Compiled by E. W. Giesecke
Olympia, WA ---- 2004

The following reports of the location of the Nehalem teak and/or beeswax shipwreck on the Nehalem Bay sandspit are numbered according to the same number marked in red on the accompanying portion of the map. The source map is: USGS, Nehalem, OR; provisional edition, 1985, 45123-F8-TF-024, scale 1:24,000. This means, that approximately:

$\frac{1}{4}$ "	on the map	= 500 feet
$\frac{1}{2}$ "	"	= 1,000 feet
$5\frac{1}{4}$ "	"	= 2 miles
$10\frac{1}{2}$ "	"	= 4 miles

To the Nehalem Shore

Castaways from the Orient and Beeswax Blocks by the Tons

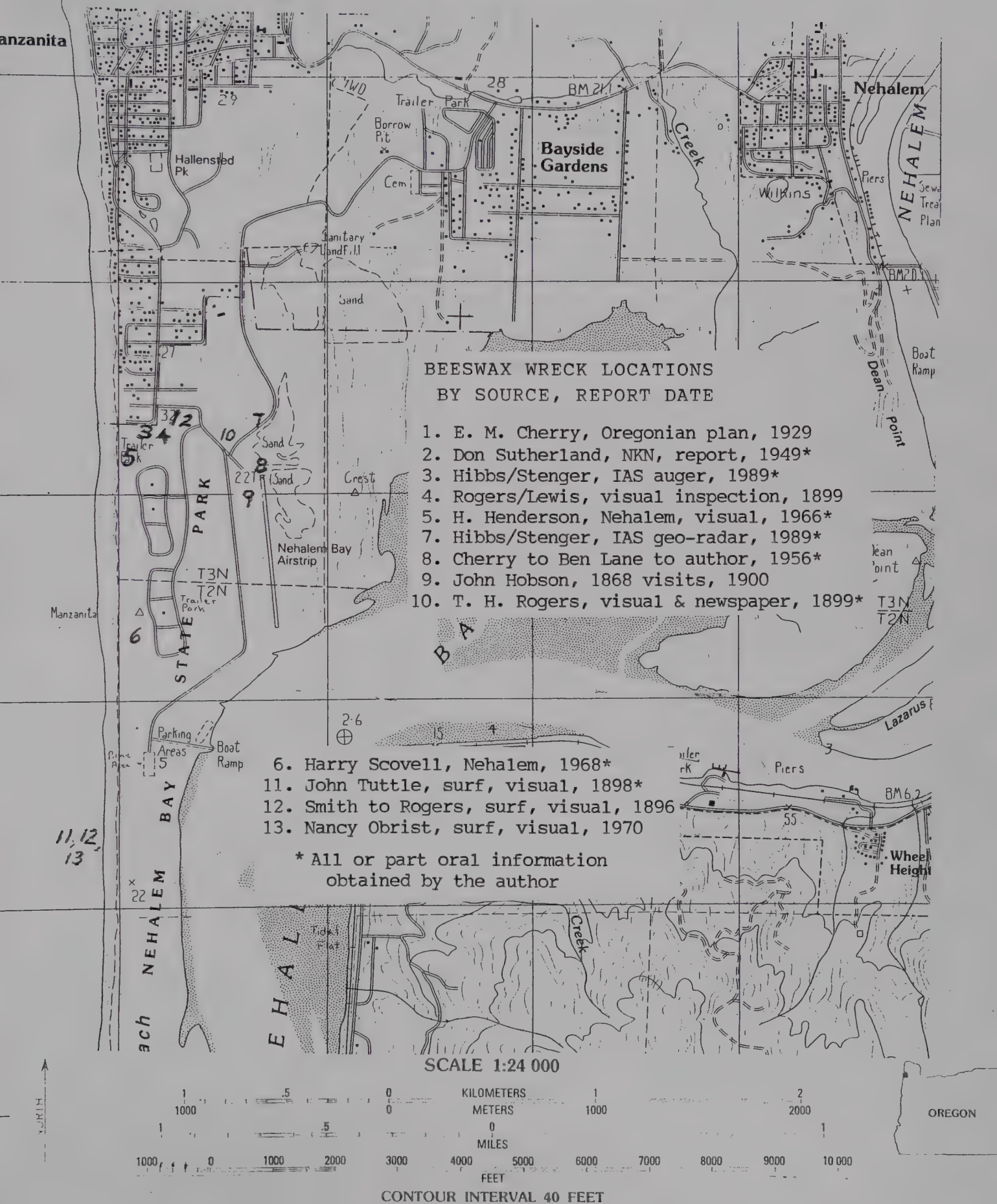
A letter to the Editor, based on information the writer gathered in 1843, concerning this historic shipwreck:

"When I came here in 1843 I made all inquiries that anyone could concerning that beeswax wreck...that the Indians say was deposited there... It was at the mouth of the Nehalem River; there were thirty in number; that they had tails on their heads. They were white but not as white as we are. They were made slaves of by the Indians. When they came in from work they would sit with their backs to the wall to keep the children from bothering [their hair]... This wreck was so many generations ago that the Indians have no idea when, but the beeswax is there to this day."

-- The Daily Astorian, 1883

EwUjGiesecke@msn.com
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Reported Locations of the Buried NEHALEM TEAK AND BEESWAX SHIP Believed Broken Into Sections



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ASTORIAN TO SALVAGE SHIP

Spit Sands Hids Treasure Craft For Centuries

Arrangements are being made by a salvage company to raise a buried ship on the spit near Cronen's The boat, thought by many to have been the one that carried the treasure supposed to have been buried on Neah-kah-nie mountain, has been covered in the sands long before the coming of white men to this section. At times ribs of the hull were visible when wind swept the sands away. Pat Smith salvaged teak wood planks from the craft and financed his last treasure hunt by the sale of canes made from the wood. Old residents have oftentimes seen portions of the boat, but it has not been visible for the past three years.

E. M. Cherry, British vice-council, Astoria, became interested in the story of the ship last winter. He made numerous trips to the spit seeking the location of the buried craft. This week it was reported that he had definitely located it. Representatives of a salvage company have looked the job over and, as soon as arrangements can be made with property owners, will begin operations to raise the boat. It will be necessary to build a coffer dam and dredge out thousands of yards of sand.

The boat has been a mystery for many years, Indians claiming that first it anchored near Neah-kah-nie

mountain, a crew of heavily armed dark men unloaded a heavy, strong box which was buried on the mountain, later during a storm the vessel was swept ashore and the crew perished. Others maintain the boat was loaded with supplies for a mission and its cargo furnished the beeswax that is found on the beach and sand-ed down.

It is known for a fact that the ship is buried in the sand and that part, if not all of it was teak and other hard woods, that nearby the largest deposits of beeswax have been discovered.

Mr Cherry plans on having the boat raised, salvaging any and all parts that are valuable and using the hull as a concession. It is estimated that the project will cost around \$30,000. When the boat can be entered it is thought that much information be secured about ancient officers and seamen of that time whether it was a commercial or warship, historical objects of great interest and possibly rare art work as well as bullion and jewels.

The location is midway between Cronen's and White house, about 300 yards from the sea wall.

Thousands of persons have searched for beeswax in the past 40 years, many of which searched for the boat and the buried gold.

REPORTS OF THE LOCATION OF THE BEESWAX SHIP

Location # 1 -- On the map, on the south side of Horizon Lane and just east of Necarney Blvd., where the "32" is printed on the map.

The Morning Oregonian of August 1, 1929 announced Edward M. Cherry's intent for a cofferdam to excavate the wreck (or a large portion of the wreck?). The article stated it is located on a sandspit 300 yards from the sea wall and midway between the mouth of the Nehalem River and Neahkahnie. That midway line, east-west, runs through the sandspit at approximately Cronen Point latitude. (The 1929 term "midway" is obviously a loose estimate -- one would logically have to "give or take" a half mile or more in either direction, north or south, since this distance, Neahkahnie to the Nehalem River, is some five miles.)

The Wheeler Reporter of the same date, printed the location as "midway between Cronen's and White house, about 300 yards from the sea wall." Cronen's is known as the "point." The White house, of which several parcels were recorded a century ago in Manzanita, is not firmly established. Allan Duncan, Tillamook County Surveyor, has assisted me. My choice as to the "White" location was to take Alison Stenger's identification of a White house at the southwest end of Bayside Gardens. This house is one mile directly north of Cronen Point. If one takes one-half that north to south distance, that gives us an east to west line that goes parallel to Horizon Lane, the State Park entrance from the west. Take 300 yards "in" on that line and the report places the wreck on the south side of Horizon Lane about 100 yards east of Necarney Blvd., or (on your map) exactly where the "32" is printed.

Location # 2 -- On the map, nearly touching the "32" above, but on the south side of it, or sliding it some 100 yards or so east or west.

The beginning point is the lone spruce, the so-called "witness tree," nestled among the scrub pines on the south side of Spyglass Lane (formerly 9th St.) This aged, ca. three foot thick spruce, is some 200' east of Necarney Blvd., and in a ravine surrounded by pine, some 30' south of Spyglass. It was the only tree 50 years ago when I photographed it; and the only one in the area when Don Sutherland, now 97, took its photo in 1949. I talked with Don at his



Sitka Spruce Witness Tree

Above, 1950, far right
Below right, 1990

Above photo by Don Sutherland. He was 97 years of age in 2005. He wrote: "The hull of an old Asian ship was exposed in 1927 and Pat Smith dug at it. It was also seen by a local resident, Clarence Doughney in the early 1930s. He told me later that this lone spruce was near, perhaps "200 something..." near the hull of the old ship which was partly uncovered at the time. I can't remember the direction or how far. By 1993 the spruce was still the tallest tree east of Necarney Blvd. and just south of Spyglass Ln. among the many scrub pine."



Reed Road home, north end of Neahkahnie, in April 2004. I had talked to him by telephone earlier, in 2003 when he said the wreck was approximately 200 yards (or feet, he could not remember) from this spruce "witness" tree. Don Sutherland had all of his information from Clarence Doughney, an older man, conveyed to Don in the 1950s. Clarence was born in Nehalem in 1877 and died in the late 1950s.

In the early 1930s, Clarence lived on Laneda Avenue, Manzanita. He was engaged in hauling: furniture and other heavy loads. In 1927, Clarence Doughney watched as two locals, Smith and son, were digging sand away from the wreck. It had been known there previously in 1895. From it, it was found to be made of Philippine wood and Asian construction.

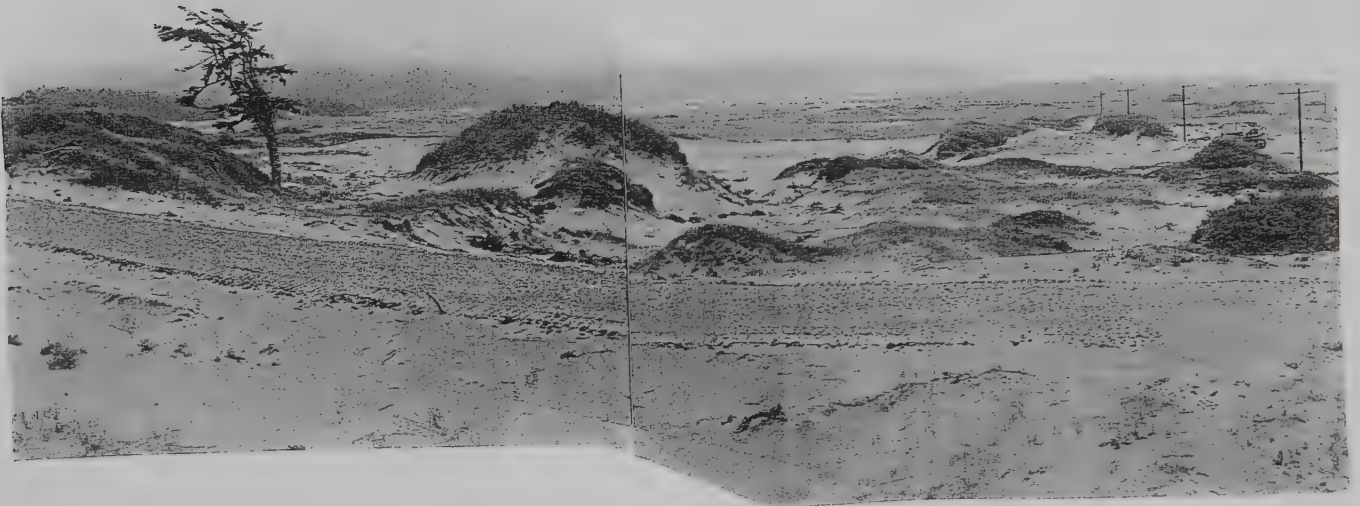
The 1927 excavation was near the lone spruce tree, 200 (yards?). Oddly, Don Sutherland never asked Clarence to show him the location where the wreck was buried. Don came to live at Neahkahnie in 1949, so he had talked to Clarence soon after that. But Don was too busy with his work. I assumed that Don's "200" was yards, as this was then a wide open space and not likely to be measured in feet. Then I assumed the direction somewhere between southwest to southeast. This was because most other reports were in that direction rather than to the north. See A Patchwork History of Nehalem Bay, Nehalem Valley Historical Society, n. d. [1995], pp. 48-49.

Location # 3 -- Independent of the above two reports, the Institute of Archaeological Studies (IAS) placed its westernmost "probable shipwreck location" as close as 100 yards to the above two locations. (IAS also suggested an "eastern" location, north of the airport runway, and this is mentioned as a probable site below.)

IAS began its work at Nehalem Bay State Park in the 1980s. Their object was to gain a better understanding of one of the earliest contacts [1640] between Oregon coast tribes and European powers. Alison Stenger and Charles Hibbs headed the study.

Using hand held augers, their team located the probable western site, the circle just off the shoreline, on the attached IAS page-size map. This is now just at junction of Necarney Blvd. with Glenesslin Lane. Further probing or digging has not been done here. The page-size map is in the "Preliminary Report of 1989 Excavations at the Cronin Point Site, Nehalem State Park, Oregon," I. A. S., October 1989.

Lone Spruce: "Witness to the Nearby Buried Asian Ship's Hull"



AUG 1965



Panoramic View of Nehalem Sandspit and Spruce. Top 1956, Lower 1965

"Witness tree" refers to early residents' recollections of seeing and exploring the upper section of an old shipwreck nearby, perhaps 200 or more yards and now deeply covered with sand. All of this land is now owned by the State of Oregon and the Nehalem Bay State Park. Today the tree is a large spruce surrounded by rapidly growing pines. It is located 70 yards east of Necarney Blvd. and 30 yards south of Spyglass Lane. Grass is seen growing on the sand but the pine trees have not yet been planted by the State Park. Note the low-lying foredunes (sea wall) at the far upper right. Today some of the foredunes exceed 30 feet. A USGS report of 1896 read that the sandspit then was only two to three feet above tide level. Recent studies suggest the Nehalem River once emptied one mile south of the forefront of these photos (now Spyglass Lane).

Location # 4 -- "The old wreck lies high up on a spit above the tide with a lake behind it in the winter season and the sea in front." This was written September 22, 1899 for an Oregon newspaper, possibly the Oregonian, under the heading "An Important Discovery."

The article continued, "it is impossible to excavate into the hold without a pumping apparatus, on account of seepage water from the upper side. Near the wreck was found a large teak pulley block... Several tons of beeswax have been picked up on that beach during the past thirty years. Plans will be inaugurated to ...explore the supposed ancient Spanish galleon before the restless sands again hide it from view."

The location of the winter lake or winter rains pond is not known. This is selected as a "candidate" because of the terrain features which place such a possible lake or winter pond near the above 3 locations.

On the 1939 aerial photograph of the sandspit, the latitude of present Horizon Lane marked, at that time, low lying land between dunes to the north, then already covered with pines, and high bare dunes to the south. This depression is also noted on printed maps with some contour lines. The few hundred yards east of Horizon and Glenesslin and somewhat to the southeast of there should be checked out for a possible winter lake of the past. The photo and early maps, e.g., 1931, show low lying elevation near present Glenesslin and east thereof, where a winter lake could have been. This is at 45° 42' 20" and a few hundred yards from the ocean shore.

Location # 5 -- South of present Glenesslin by less than 100 yards and some 60 feet inside the sea wall.

In the summer of 1966, I was told of a very nice lady who was now 74 but was knowledgeable about the beeswax wreck. I drove up from Nehalem on the west bank of the river some two miles to find the house of Hattie Henderson. I found her looking after two grandchildren for the summer. She had been living here, in the Nehalem valley, for 57 years. Before getting in the car with me to drive down to the sandspit, she had to take along an orange for her no-sugar diet. Driving her down to Manzanita, she told me that she had played on the old shipwreck in the sand while a child. We stopped my car at the end of the road (Necarney Blvd.) where it then ended (late 1960s) in a turnaround in rock-covered sand (close to where Spyglass today leads into Necarney Blvd., 200 yards from the beach).



Howard Tilden and Harry Scovell
played in the wreck as children
just after 1900 - a 1968 photo.



The wreck is 600 yards inland from arrow, according
to T. H. Rogers' 1899 visit to the exposed hull

Hattie Henderson had difficulty walking so I helped her along. She said she remembers the old wreck resting just inside the natural sea wall, about 50 to 60 feet in, and that this was about one mile or somewhat farther south of present Manzanita. We had walked some 200 yards southwest from the parked car and she believed this general location must have been the place of the wreck. But she had not been here on the sandspit for decades and there were no landmarks to go by. She had led me, though, south and towards the sea wall; and where we stopped is now south of Glenesslin, less than 100 yards, and some 60 feet inside the sea wall.

Location # 6 -- Approximately 100 feet in from the sea wall, and on the line of sight down the lower Nehalem River from Wheeler in a line crossing Cannery Point (one mile east of Fishery Point). The line passes a few piles on the sandspit, the river side, placed there WNW across from Fishery Point.

This writer visited Harry Scovell and Howard Tilden in Garibaldi in 1968. They came along with me to Nehalem. They were recommended as good sources by Otto Effenberger of Tillamook. These three men had visited the wreck when they were young. Harry Scovell was 80 in that year of 1968. He grew up in Nehalem and married a Tillamook Indian woman. Scovell himself was part Chinook on his mother's side (A Patchwork History of Nehalem Bay, p. 23).

Scovell said the teak wreck was a playground for himself and other children when they were young. Even years later, part of the keel and the ribs could be seen. The wood was almost too tough to cut, too hard for the local people to make furniture from it.

Scovell continued: "A promoter drove two posts into the sand at the site of the wreck when I was a boy. They were about 20 feet high. The two posts could be seen from Wheeler in line with Cannery Point. The beeswax ship was just 100 feet or so in from the sea wall, on the sandspit. Now the sandspit has built up much higher with the blowing sand. As children, the sand continually filled up the holes they dug to get at the wreck. But today, grass is now growing where the sand used to blow. Eventually the teak keel sank deeper into the sand as the wind blew the dunes higher."

Howard Tilden, who was with us on the sandspit and age 70, did not see the wreck. But later, he drove the piling on the spit, WNW across the river from Fishery Point, and which was in Scovell's line of sight.

LOCATION OF THE NEHALEM "BEESWAX" SHIPWRECK

E. W. Giesecke, 1974

This writer has researched the "beeswax" ship of Nehalem since 1954, and at this 20 year juncture, some summary of opinions as to the shipwreck's location on the Nehalem sandspit should be attempted.

First, recent research about the ship itself should be listed. About 20 tons of beeswax, presumably from its cargo, have been found on the sandspit since the first settlers arrived in the mid-nineteenth century. It has been radiocarbon dated at 1680 A. D. (plus or minus 110 years) by the Shell Oil Company laboratory. This was completed in 1961.

Many pioneers recall having seen the "hard" timbers from the vessel, lodged in the sand near the seawall, about one and one-half miles south of the center of Manzanita. The wood was reportedly used for many purposes, but was very difficult to cut. However, finding a piece which could be authenticated was difficult.

In the 1950's and 1960's, this writer interviewed a dozen or so of the surviving members of early bay area families. The list ranged from Harry Scovell, who was born with one-half Chinook Indian blood in 1888, to Hattie Henderson, a gracious elderly lady from Nehalem, to Otto Effenberger, ~~born~~ one year before Harry in the shadow of Neahkahnne mountain, later a judge in Tillamook.

One of the interviewees was Ben Lane, former mayor of Manzanita. His parents came across the plains and settled in the Nehalem valley. When Ben was young, he and his uncle, Silas Shourds, played on the wreck on the sandspit. Later, Silas made a small table using boards from the wreck. The table was the size of a typewriter table, and Lane later gave it to the Columbia River Maritime Museum, where it now stands. A few years ago, the writer had a small sample of the top boards tested at the University of Washington wood laboratory; the report stated that it was teak and that it came from the Philippines or the Malaya region. (The Manila galleons were constructed in the Philippines.)

In 1973, Dr. Warren L. Cook published a book, "Flood Tide of Empire", which included a chapter on the beeswax ship. His chief contribution was the finding of a manuscript which gave the cargo of a lost galleon, the San Francisco Xavier. The cargo included 500 cakes of beeswax, approximately 75 tons. No record could be found of this vessel reaching any port after her departure from Manila in 1707. This date coincides nicely with the radiocarbon dating (circa 1680) of the Nehalem beeswax. The Xavier was charted for Acapulco on a North Pacific course, which would take her close to the Oregon or California shores.

In 1968, this writer visited Otto Effenberger in Tillamook. He said only three people could really remember the location of the teak wreck--now covered by sand: himself, Harry Scovell, and Howard Tilden. It is between the present airstrip and the seawall, on the sandspit. Decades ago, he said, Pat Smith of Neahkahnne took some ribs from the ship to a saw-mill and had canes made which he sold for one dollar each. The hard wood was much too tough for hand sawing.

This writer visited both Scovell and Tilden in Garibaldi and invited them along to Nehalem. Harry Scovell was 80 on April 15, 1968. He grew up in Nehalem on the river bank, and later married a Tillamook Indian maiden. The teak shipwreck was a playground for the children when he was young; even later, part of the keel and ribs could be seen. The wood was tough, almost too tough to cut; it was too difficult for the neighbors to make furniture from it.

Scovell continued: "A promoter drove two posts into the sand at the site of the wreck when I was a boy. They were about 20 feet high. The two posts could be seen from Wheeler in a direct line with Cannery Point. (Cannery Point was just over one mile east of Fishery Point and stood into the Nehalem river somewhat more to the northward than Fishery Point). The beeswax ship was just 100 feet or so in from the sea wall on the sandspit. So the line of sight was from Wheeler on across Cannery Point (the cannery was there about the year 1900) which is between Wheeler and Fishery Point and on to the two poles standing on the sandspit. Now the sand spit has built up much higher with the blowing sand. The small humps are now hills. You would need to dig seven or eight feet to find the beeswax. The line of sight to the beeswax ship from Wheeler is also quite close now to the east-west portion of the new road to the boat launching ramp on the sandspit side of the river. I found much wax when I was a boy, mostly in low spots on the spit. I even found wax in the small lake (Crescent) north of Lake Lytle. I found many candles. The Indians piled up the wax like cord wood. Today, on the sandspit, the wax is found in low spots close to the river and south of the boat ramp. Grass is now growing where the sand used to blow. Both Indians and whites used to go to the wreck not far from the sea wall. There they would dig the sand away, exposing the ribs. After cutting off some pieces, they left and allowed the wind to fill in the hole. Later they dug the ship out again. Eventually the teak keel sank deeper into the sand as the wind blew the sand dunes higher and a little grass began to grow. The ridge of sand on the East, next to the Nehalem river, was much smaller, but the wind blowing across the flat spit caused it to grow."

Howard Tilden came with us to the sandspit that February day in 1968. He was 70 just the day before. He lived in Nehalem beginning in 1910, and he ran a pile driver on the docks during the depression. Later, he became Tillamook County park manager and then a County Commissioner. As to the location of the beeswax ship, Tilden said that he never played in the wreck but said to take Harry's word for the location. Tilden's sister was at his home in Garibaldi, earlier, and said the wreck was in the middle of the sandspit and that she and Otto Effenberger had played there as children. The sand continually filled up the holes they dug to get at the wreck.

Ben Lane was still living in 1968 when this writer visited him in Manzanita. Unlike an earlier visit when he was a leading real estate agent in that beach town, he now had been ill and was living with his young, new wife in a cottage in the center of town. Warm and friendly, he recalled giving away pieces of teak, but that now the only teak of which he knew was the table top, now located at the museum in Astoria. On that earlier visit he had roughly shown me the location of the beeswax wreck as midway between the airstrip and the sea wall; this spot would be one-half mile northeast of the location given (independently) by Harry Scovell.

In the summer of 1966, Hattie Henderson had been in the Nehalem valley for 57 years. At 74 years of age, she was looking after two grandchildren for the summer. Driving her down to the sandspit, she recalled playing on the old shipwreck. She remembers it being just 50 or 60 feet inside the sea wall, a mile or somewhat farther south of Manzanita.

Location # 7 -- The Institute of Archaeological Studies (IAS) placed its eastern "probable shipwreck location" approximately 250 yards NNW of the north end of the airport runway. This location is at the same latitude as Glenesslin Lane (although that lane does not extend that far east). Though also at the same latitude as locations 1,2 and 3 (above), this IAS probable site is more toward the center of the Nehalem peninsula. Subsurface profiling was done.

See the attached page-size map, referenced from the IAS report mentioned in Location # 3.

The IAS team found this spot -- the circle in the upper right portion of the dotted rectangle -- in 1990. They located it by use of GeoRadar. Here, off the north end airport runway, a subsurface anomaly was seen on the instrument. The anomaly was large, at least larger than a buried driftwood log. No further probing was reported at this location.

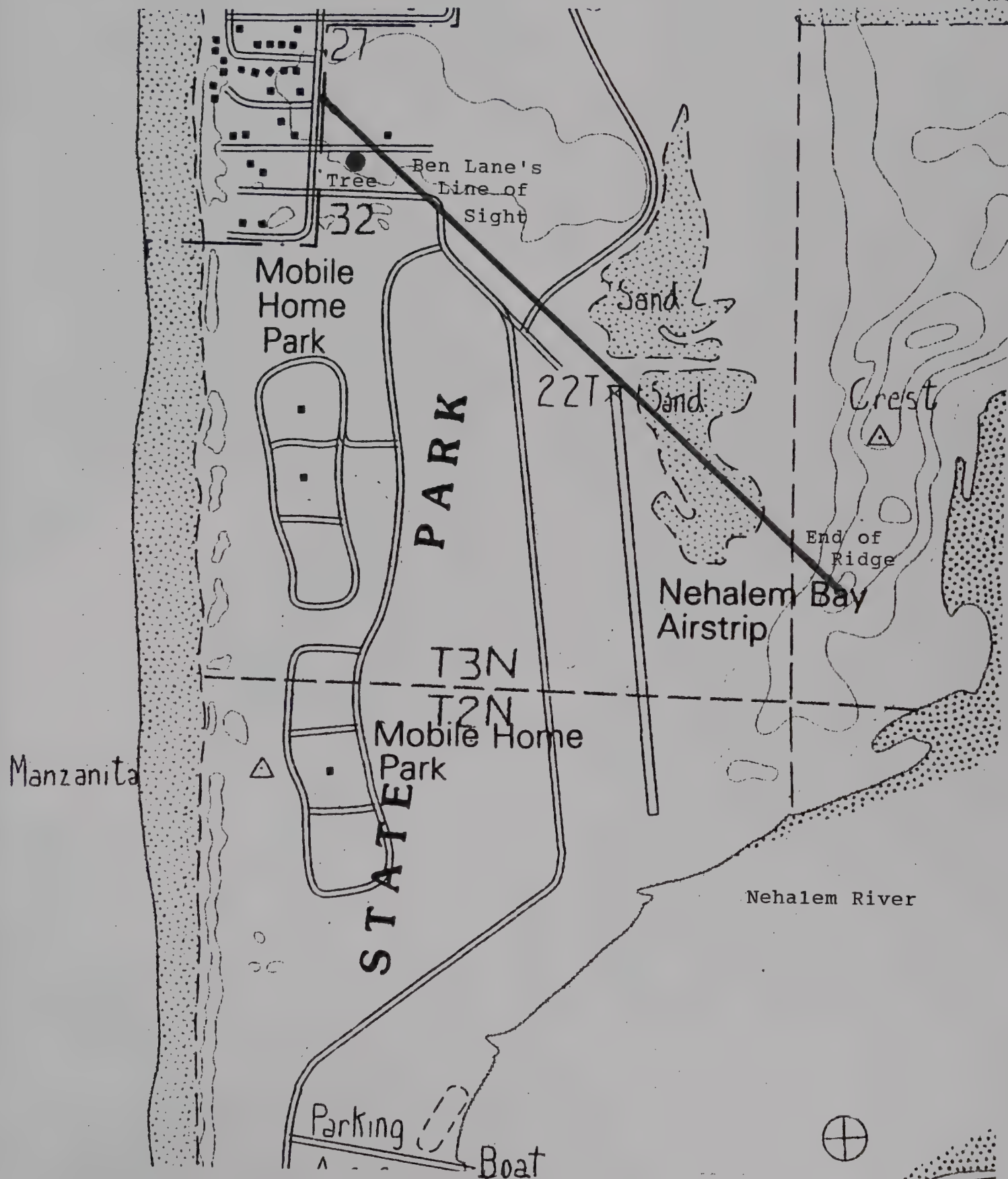
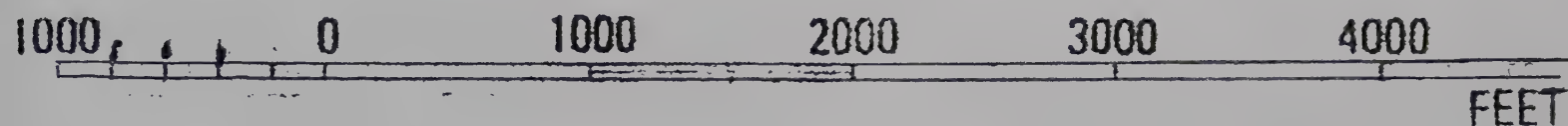
Location # 8 -- From E. M. Cherry to Ben Lane to E. W. Giesecke (this writer) in 1956: Stand on a dune north of present Spylgass Lane, close to where Spindrifft now enters on to Necarney, the dune being just a 100 feet or less east of Necarney. Look to the south-east toward the river. Our line of sight is just past the spruce, that was the only tree in that entire section of the sandspit in 1956 and before. Continue one's line of sight SE to the river and approximately half that distance is the spot of the teak wreck.

Please note that this approximated "half the distance to the river" by Ben Lane could easily be slid either NW or farther SE, what is important is the line of sight from the dune past the lone spruce, the "witness tree." This places Location # 8 very close to IAS's GeoRadar Location #7.

Consideration must be given to (a) a significant section, e.g., upper, of the teak galleon being broken off and carried farther inland from the "300 yards in" reports above, or (b) to another shipwreck.

I visited Ben Lane for the first time in 1956. His family had owned most of present Manzanita prior to World War II. He was then the leading real estate agent in Manzanita. He had met and talked with E. M. Cherry, the Astoria businessman planning to build the cofferdam in 1929. Cherry died in 1937, so Ben Lane must have met him by the mid-1930s. Cherry told Ben:

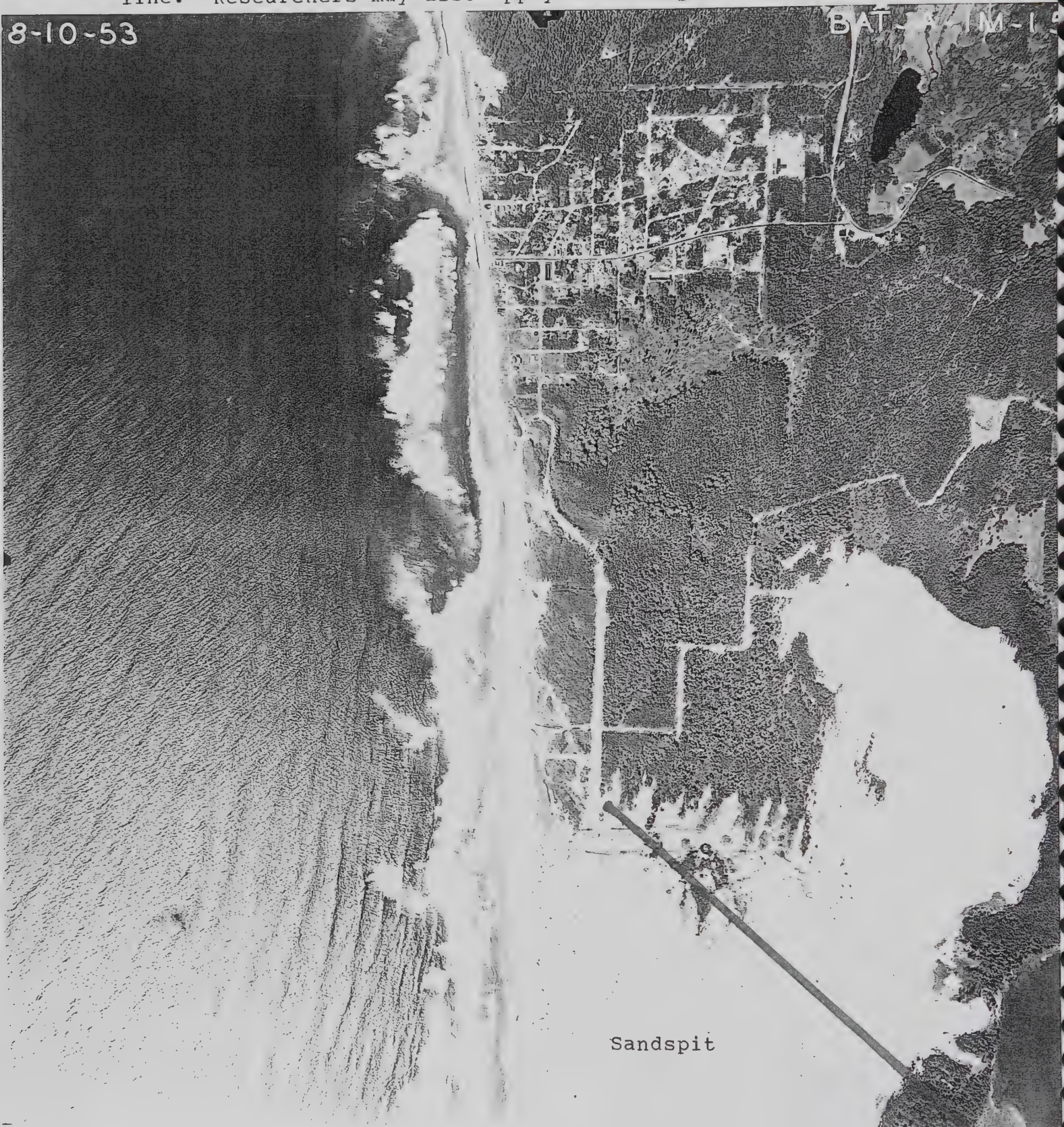
Ben Lane's "line of sight" for the location of the buried Asian beeswax ship: From E. M. Cherry to Lane to E. Giesecke in 1956. "Look along a line southeasterly from the spruce "witness tree" on to the southern end of the timbered ridge on the west bank of the river. The wreck is along this line."



This is a 1953 aerial photograph of Manzanita and the northern half of Nehalem Bay State Park. The heavy and straight southeasterly line at the lower portion represents Ben Lane's "line of sight." (See modern map of the same, adjacent page.) According to Lane, the beeswax wreck is at a point along this line. Researchers may also apply T. H. Rogers' "600 yards" article.

8-10-53

BAT. M-15



Pacific Ocean

River Side

(All aerial photographs courtesy
of Knight Library, University of Oregon)

"Stand on this dune [now just north of Spyglass Lane and just east of Necarney] and look to the southeast. From here, one-half way to the [Nehalem River/Bay] is where the wreck is buried and where I intended to excavate."

Then in 1956 Ben told me of Cherry's location, and together we hiked up to the top of the dune. I had left my car nearby at the old turnaround, the south end of Necarney at that time, near where Spyglass crosses over. As we stood together on top, to the southeast was the lone spruce, the only tree on the sandspit from where we stood to the south. (Needless to say, in 1956 there were also no houses and no State Park on the spit from that point south.) There were just just dunes, sand flats and very sparse vegetation.

Ben, as Cherry had told him, motioned to me: "Look straight past the spruce tree, and one-half way to the river in that southeast direction lies the wreck." I photographed the lone spruce and the terrain. That was in 1956. Today that spruce is hidden by new scrub pine, and another smaller spruce or two. But this "witness spruce" is easily found on the south side of Spyglass in a small ravine full of trees, some 200' east of Necarney. It is the only tree there whose trunk is even close to its two to three feet thickness. I would estimate the tree to be 80 to 90 years old.

Location # 9 -- "Near the center of the spit," the location not further specified. On the modern map attached, the # 9 is thus marked arbitrarily in approximate center, just to the left of the airstrip.

The Oregon Native Son, October 1900, p. 223, gave the following report from John Hobson. He wrote about his survey trip to the Nehalem River and bar in 1868. There, he learned of a J. Larsen who had taken from the center of the spit one very large piece of wax, the remnant of a ship timber with some rusty, wrought iron four-square nails (these were six to eight inches long, five-eighths inch at the head), and a copper chain four feet long with four inch long narrow links.

Hobson was also told of a man named Baker who had made a good business of recovering the beeswax and selling it. Baker found it all over the sandspit when he dug down through the sand and dunes and located

BEESWAX SHIP IS FOUND

Mystery of many years
partially cleared up by a
discovery of the hull.

A resume of the very
latest facts and legends con-
cerning the fated vessel.

By THOS. H. ROGERS, Author of "Nehalem."

The hitherto regarded mythical beeswax-laden ship which went ashore on the Nehalem coast 200 years or more ago is no longer regarded as a myth. For once the red man has told the truth. Why? Because the shifting sands of Nehalem have again shifted after the lapse of twenty-five years and left bare her bones.

Many things go to prove that there was such a ship as told of by the legends handed down from father to son from one generation to another. Part of her hull has been found. But it is not upside down, as reported. It is far down in the muck and sand, 600 yards back from the beach in the basin of the sand spit jutting out from the base of Necarney on the south. The sand and water which comes creeping up like a thief in the night when you dig around the dismantled hull will cover it for all time to come, I fear.

Lately strong winds have prevailed along the coast, causing the sand to shift, thereby causing many pieces or upper portions of the wreck to be exposed. These pieces as you find them are soggy and wet and heavy, and are from five to ten feet in length. So long has the wreck rested in its sandy bed that all metallic substances, such as bolts and rivets and copper fastenings have long since rusted away. There are other finds. The huge hoisting block (a solid piece) for the raising of sail has come to light. Like the rest of the vessel, it is of teak. It is in a re-

markable state of preservation. It is 28 inches long, 20 inches wide, and will weigh in the neighborhood of sixty pounds. It was found by Patrick Smith, the persistent treasure hunter of Nehalem, who takes great pleasure in showing it to visitors. Later on Mr. Smith may send the block around by steamer to Portland as a gift to the Oregon Historical society.

A little farther on, down the south side of the basin, lies the "mast-step." It is a ponderous piece of teak, three feet wide, three feet thick and ten feet long. Over on the east side of the basin there stood, some years ago, the mast of the ship. Unfortunately, however, it was cut down by a man and carried away and its identity lost. "I sees it," he says, "standing up in the sand, and as I wanted a piece of hard wood I puts my axe into it. Hard? Well, I guess yes. It was like cutting a stone stick; and when I lugged her home I couldn't do anything with it, so I dumped it into the bay."

It was in this same basin the greater portion of beeswax was found. As many as five tons have been exhumed from this point, so I am told, and sold into the markets. When the ship came ashore the Indians say the swell, which was running mountain high, picked her up and sent her crashing and rolling over the sand bank into the basin like it would an egg shell. Then followed sea after sea, and as tons of water crashed over her, the wreck went to

Mill County Ore

innville,

M'MINNVILLE, ORE., FRIDAY, SEPT. 22, 1899.

AN IMPORTANT DISCOVERY.

Thos. H. Rogers and Leroy Lewis returned from their trip of investigation down by the sea a few days ago. When they arrived at the historic dwelling of Pat Smith enroute to the beach they found that enterprising individual busily engaged in sawing walking-cane strips from heavy timbers of teakwood. Pat cheerfully accompanied the gentlemen to a sand spit near the beach, where the shifting sands had exposed the hull of an ancient vessel, whose timbers were of teak. This wreckage had supplied his cane-factory, and he had stored his woodshed with the precious raw material, against any possible scarcity that might be caused by relic-hunters carrying off the wreck. He generously offered his visitors a small timber of the once good ship, now his by right of discovery, if they cared to carry it away. They lifted, or attempted to lift it, but as teak wood and railroad iron are closely related in the matter of weight, they declined the offer, and each contented himself with a cane, presented by Mr. Smith.

The old wreck lies high up on a spit, above the tide, but it is impossible to excavate into the hold without a pumping apparatus, on account of seepage water from the upper side. Near the wreck was found a large pully block, also of teak wood, but the iron bands and bolts had entirely decayed.

No wreck has occurred on that beach since the settlement of the Oregon coast, and there can be little doubt that this is the vessel from which came the beeswax which has been so plentifully found in that locality. Several tons of beeswax have been picked up on that beach during the past thirty years and it has

during the past thirty years, and it has been the subject of many theories and surmises. Some claimed it to be a mineral substance, closely resembling the product of bees, and some learned articles have been from time to time written on that line. But the fact remained that the substance was genuine beeswax, and when melted over it was sold in the market by the thousands of pounds. A later fact which confirms the beeswax theory was the finding of a taper a short time ago, some sixteen or twenty inches long, in which the wick was preserved intact. This was due to the ends having been sealed by melted wax prior to its burial in the sea.

Mr. Rogers says the Indians are as greatly excited over the find as are the whites. They have a tradition handed down from generation to generation, of a fight at sea between two monster "canims" and of one of them coming ashore on Nehalem beach. They believe this to be the same ship described by their forefathers, and are proud of the fact that proof of the story has been preserved and disclosed to the doubting white people. The find is in a rather inaccessible portion of the country, with a lake behind it in the winter season and the sea in front, but plans will be inaugurated to thoroughly explore the supposed ancient Spanish galleon before the restless sands again hide it from view.

The Clipping Bureau.

Hops	6,776
Potatoes	36,522
Green fruit	1,465
Dried fruit	3,465
Wheat	150,870
Oats	26,566
Rye and barley	3,381
Merchandise	74,521

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a firm clay stratum or sediment layer. Then he followed the layer up and found large quantities of wax of all sizes from blocks to two-inch candles with wicks. On this horizontal substratum he also found much rotten wood and timbers distributed over the sandspit with the wax. Hobson also reported, for 1868 and before, the constant winds blow the sands to cover and uncover the wax pieces, some of which are bleached white while most are covered with dirt worked into their surfaces by softening of the s

Location # 10 -- 600 yards inland and in a basin. Latitude can be established by two relationships, the terrain, in search of a "basin. (But realizing that topography of a sandy surface can change, since this 1899 report.) And, more significantly, where "600 yards in" meets the southeasterly line described in Location # 8. Please refer to the map with the red diagonal line running from northwest to southeast. This line represents Ben Lane's line of sight along which, he said, the wreck is buried.

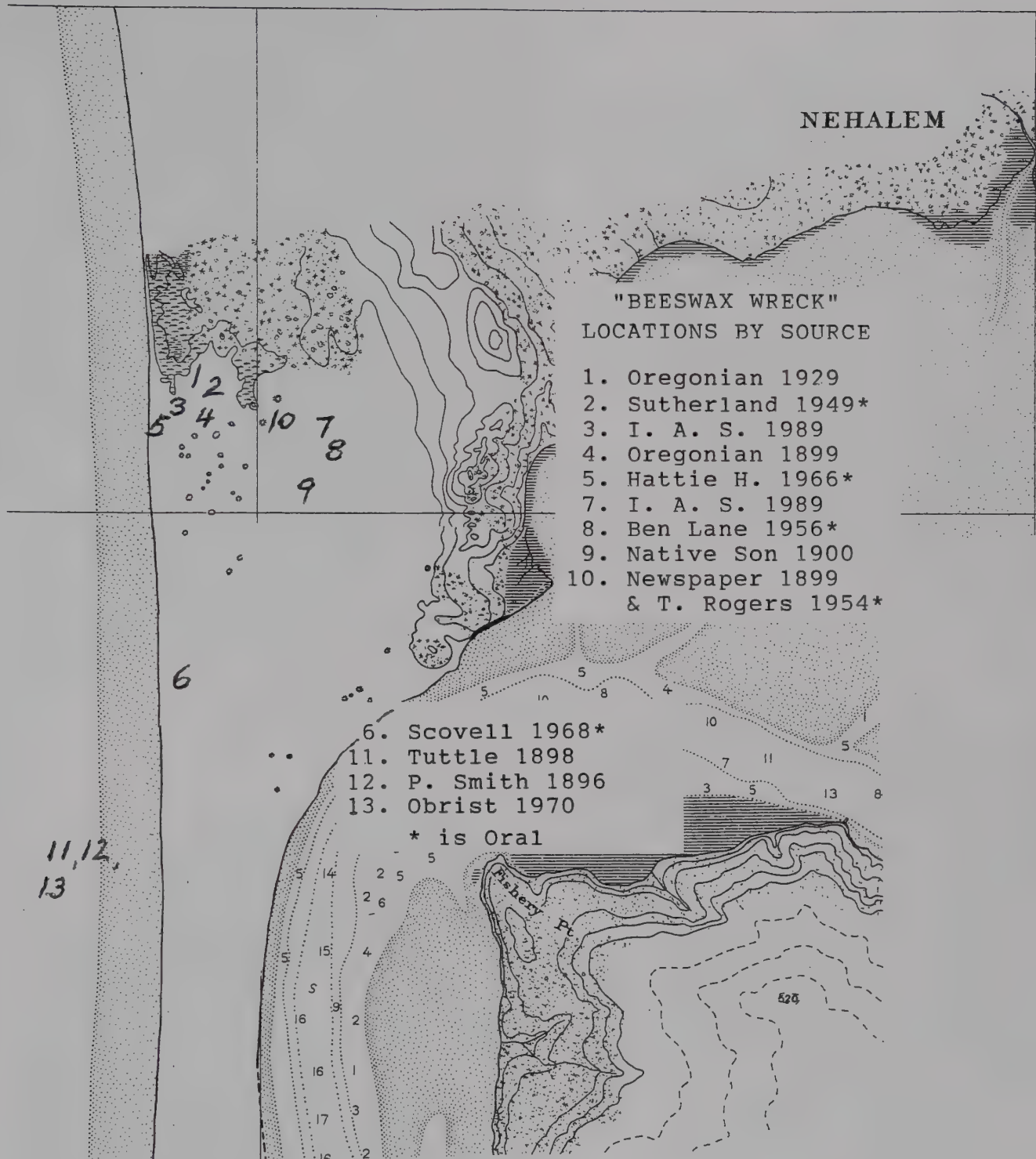
Thomas H. Rogers, druggist and author of McMinnville, visited the wreck in 1899. He gave the 600 yards inland report and published the article in the McMinnville Telephone-Register, September 21, 1899, p. 3. (Copies of this article are available from this researcher.)

This researcher had the pleasure of interviewing him in 1954 in McMinnville. In that year he was 92 years of age. Sadly, he died just a week after that interview. But this meeting then set me on a trail of his writings about Nehalem, Patrick H. M. Smith (the "hermit of Neahkahnne" according to other writers), the beeswax ship and Neahkahnne traditions.

In his 1899 article, Rogers wrote that the wind on the sandspit --(before the planted grasses and pine forest) -- had revealed the hull of the wreck. "It was right side up," he wrote. "Upper portions of the wreck were exposed. It is far down in the muck and sand, 600 yards back from the beach in the basin of the sandspit. These pieces [of the wreck] as you find them are soggy and wet and are from five to ten feet in length. There are other finds...a huge hoisting block...the mast-step, a ponderous piece of teak...ten feet long. It was in this same basin that the greater portion of beeswax was found."

Location # 10 correlates with Ben Lane's report to the author in 1956. Where his southeaster line, from Necarney Blvd. at Spindrift, southeasterly some 1,000 meters where it ends at the end of the timbered ridge along the river, where this line meets the 600 yards-in point, we place the latitude for Rogers' report. Lane's "line" is from E. M. Cherry, the cofferdam planner. But Lane ("Lane-da Ave.") was a knowledgeable historian.

BEESWAX SHIPWRECK LOCATIONS
According to Early Reports
By Date and Source (Interview or Newspaper)



2004 - E. W. Giesecke

To be used as a guide to the paper in this
book: NEHALEM'S ANCIENT ASIAN SHIPWRECK

Locations In the surf, seen at "extreme low tide," one or two weather
#s 11, 12, 13 beaten masts showing out of the sand, on the Nehalem
sandspit between Manzanita and the mouth of Nehalem Bay.

"Beeswax plain and with inscriptions and a solid silver container [small jar] were ...taken from the beeswax ship in the year 1898," wrote Mrs. Harry Tuttle.

"In 1808, my husband's father, John E. Tuttle...in extreme low tide, took his wife and son -- my husband -- a little boy then, to this ship. Only the top of the mast was showing. He drove there with his buggy and team. They took the shovel and began to dig. They of course dug out beeswax... They also dug out this silver container."

Mrs. Tuttle was questioned further, and she added: "...there were two weather beaten masts sticking up which resembled driftwood." Mr. Tuttle sketched a map that the ship was located on the Nehalem sandspit between Manzanita and the mouth of Nehalem Bay.

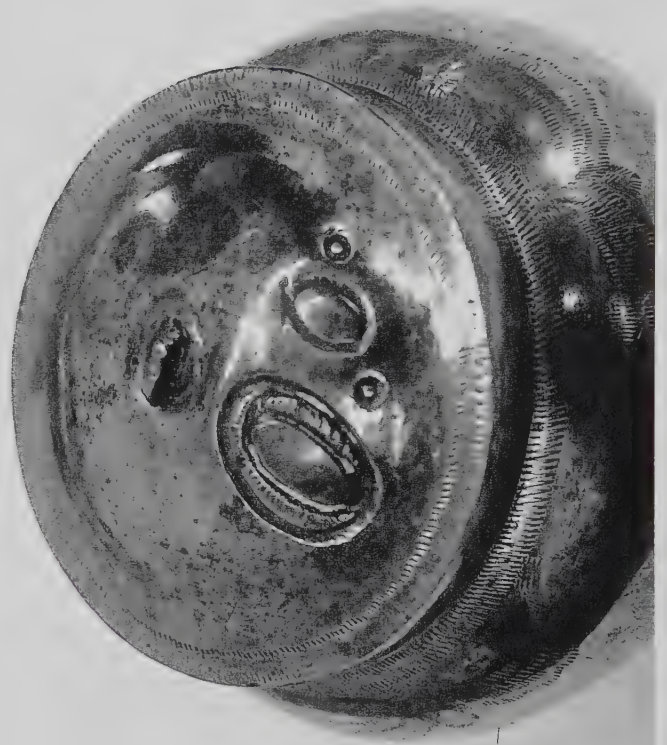
This report is from a mimeographed sheet issued by the Tillamook County Chamber of Commerce on January 15, 1962.

I interviewed Mrs. Tuttle in 1969. She made her own sketch to show that she and her husband understood the wreck was in the surf near the end of the sandspit. The latter's sketch has not been found.

The latest "wreck in surf" sighting was written in 1978 by Mrs. Myrtle "Nancy" Obrist. She and her husband William saw an old wreck at extreme low tide south of Manzanita.

That the teak ship broke in two, the heavier portion perhaps remaining in the surf, or that another ship was the wreck in the surf, has been common at Nehalem since the 1920s.

E. M. Cherry wrote to Portland historian J. Neilson Barry the following, August 10, 1929: "I understand there is another vessel on beach only visible at the longest runouts and that there is only a small part visible as the hull has sunk in the sands. This vessel is of teak construction the same as the one in the sand dunes."



"Sacred Oil" Silver Vase Found in the Wreck in 1898
on the Nehalem Sandspit in the Surf at Low Tide



EW Gieseke

From: "Ag & Au Research" <ag.et.au@silverresearch.org>
To: "EW Gieseke" <ewujgiesecke@msn.com>
Sent: Tuesday, January 31, 2006 10:59 PM
Subject: RE: Date if manufacture, silver vase, your estimate

Dear mw. Gieseke,

I would think the jar dates from the second half of the 17th century (1650-1700). However old models, especially small objects, were also made in later times.

About the origin: this could be in Europe aswell as in the far-east. As soon as you could send me pictures of the marks I could give you more info. I'll wait untill you have the change of visiting Tillamook.

met vriendelijke groet,
 Janjaap Luijt

-----Oorspronkelijk bericht-----

From: "Ag & Au Research" <ag.et.au@silverresearch.org>
To: "EW Gieseke" <ewujgiesecke@msn.com>
Sent: Tuesday, February 21, 2006 12:59 PM
Subject: RE: Did You Receive New Photos of Silver Vase?

I just arrived from a two weeks holiday yesterday. I did receive your letter, but wasn't yet at the point of answering it.

I'm almost certain that this vase was used for sacred oils. The 'broken' part on top of the lid is to my opinion the relict of a cross. The marks are not hallmarks, but an indication of the contains of the vase.

Tomorrow I'll be seeing a specialist on ecclecial works and I'll show him the pictures as well.

met vriendelijke groet,
 Janjaap Luijt

-----Oorspronkelijk bericht-----

From: "Ag & Au Research" <ag.et.au@silverresearch.org>
To: "EW Gieseke" <ewujgiesecke@msn.com>
Sent: Wednesday, February 22, 2006 1:30 PM
Subject: RE: Did You Receive New Photos of Silver Vase?

We studied the picture and are quite certain that this vessel was used for oleum. The form of the vase excistst since the 17th century, but was still in use untill late 19th century. As I already said, the marks are no hallmarks. The ecclessial specialist suggested that probabily there have been three vessels, for all three kind of sacred oils. He also thought that the change was big that the wrecked ship also travelled a Franciscan monk or preast. Late 17th century monks of that denomination travelled a lot toward the pacific side of the americas to spread christianity.

The size of the vessel corresponds with the purpose of a holy-oil vessel.

This is what we can tell. By the way, the specialist I mentioned is curator at Museum Catharijneconvent, which is our national museum on christianity.

We will both have a look in a number of references and will alert you as soon as we bump into a comparable vessel.

met vriendelijke groet,
 Janjaap Luijt

-----Oorspronkelijk bericht-----

Aerial photograph of the southern section of the Nehalem Bay State Park, taken in 1967 (see companion northern section adjacent). The mouth of the Nehalem River is stabilized by two jetties, north and south portions, both completed by 1918.



Nehalem sandspit and mouth of the river, 1967

(Courtesy Knight Library, University of Oregon)

Aerial photograph of Manzanita and the Nehalem Bay State Park taken in 1967. The park is under development. The Nehalem Bay airstrip has been added, just west of the forested ridge along the east bank of the peninsula.



Aerial photograph of upper Nehalem Bay peninsula,
taken in 1980. From north to south are shown Neahkahnie,
Manzanita and the now fully developed state park down
to the boat ramp on the Nehalem River (low center).



Nehalem Bay and coast communities
1980 photograph

(Courtesy Knight Library, University of Oregon in Eugene)



Mouth of the Nehalem River
in 1939, twenty-one years
after completion of both
north and south jetties

The Nehalem Coast of Oregon Spectacular Beauty and History

On this peninsula between Nehalem Bay and the Pacific Ocean lies buried an ancient Asian ship's hull. Commonly called the "Nehalem beeswax ship," it wrecked on the beach in approximately 1700 A. D. This event thus took place 150 years before the first settlers arrived in the Tillamook country. This vessel of teak and other Asian hardwoods was last seen in 1926 when strong winds blew away the shifting sand of the dunes. Since then, new grasses, shrubs and pine trees have stabilized the sandspit and the exact location of the sunken hull has been lost. Scores of teak timbers and more than 20 tons of beeswax blocks and candles were found, much of the wax traded in early years by the Nehalem natives for supplies at Astoria. Porcelain sherds of Chinese make have been found. Scientific testing of the beeswax, timbers from the wreck and the porcelain have confirmed that this was the area in which a three century-old Asian ship met its end. Ethnologists have recorded traditions of the Tillamook Nehalems that up to 30 survivors of the wreck lived for a time among them. This unforeseen contact between Oregon Indians and Asian people would be the earliest known intercultural contact on our coast. The wreck has already left much evidence of transpacific voyages and commerce of the pre-exploration era. This and the "first contact" between cultures is now permanently etched in our Oregon coast history.

EWG 2007

EW Gieseke

From: "EW Gieseke" <ewujgiesecke@msn.com>
To: <eloisa@ucla.edu>
Sent: Wednesday, June 29, 2005 7:15 PM
Subject: Fw: Nehalem Manila Galleon castaways ca. 1640

— Original Message —

From: EW Gieseke
To: eloisa-omit-this-spam-guard-@ucla.edu
Sent: Wednesday, June 29, 2005 6:54 PM
Subject: Nehalem Manila Galleon castaways ca. 1640

Dear Ms. Borah:

Your articles are impressive. Thank you for placing some of them on the Web.

I have had the Nehalem "beeswax ship" as a hobby, now a scholastic study, for over 50 years. I formerly taught history at the college level. As a result of my age, then, at that early time I had the privilege of interviewing people in their 90's then, thus dating my oral sources back to the mid-1800s.

Based on such interviews, I gave my talk on "The Location of the Nehalem Manila Galleon Wreck as Related by Early Residents and Native Traditions" at the San Diego Maritime Museum's international conference on Spanish voyages. The conference was in San Diego in late September 2004.

As an example, an 1843 report, which is very early for the West coast, indicated native tradition that "30 crew/passengers were saved off the vessel" (on the Nehalem sandspit), and that some of the crew wore dark clothes with bright buttons and others (not clear "who" this was off the ship) had "*tails on their heads*." Another report suggested native children had fun pulling the hair of these crew, sneaking up behind them. (At that time, the castaways may already have become captives.)

The crew built crude shelters for the cargo, e.g., stacking up the many, many blocks of beeswax (some still found today during construction/excavation etc. We have several references to well stacked blocks of beeswax being found down in the sand approximately a hundred years ago.) Several of these native traditions were told by Celiast in pioneer times, she having been a descendant of a Filipino woman from the doomed ship and a native chief. So it was recorded by Oregon pioneers. (Just as one reference, let me refer you to the *Oregon Native Son*, Sept. and Oct. 1899 issues, two articles. Available at the Oregon Historical Society library, Portland. The article by T. A. Wood is short but specific.)

The question we have is: "tails on their heads" — did Filipino crew wear pigtailed or similarly tied long hair at the back of their heads?

Or would such hair wearing, refer perhaps to Chinese (or other nationality) crew?

If you could confirm some type of reference to *hair style* of Filipino and/or other crew, we would be much obliged. Particularly if such style could be related to Filipino custom of that period, i.e. AD1640 as the determined date of the wreck.

(Warren Cook in his *Flood Tide of Empire* gave an entire chapter to the Nehalem galleon tragedy. He suspected the wreck was the *San Francisco Xavier* of 1705 but carbon dating of the teak wood suggests an earlier date.)

Sincerely, E. W. Giesecke

318 Rogers St. NW Olympia, WA 98502

6/29/05

EW Gieseke

From: "Eloisa Borah" <egborah@yahoo.com>
To: <ewujgiesecke@msn.com>
Cc: <eloisa@ucla.edu>
Sent: Saturday, July 02, 2005 10:31 PM
Subject: RE: Nehalem Manila Galleon castaways ca. 1640

Dear Mr. Giesecke,

In the interest of getting a timely response to you, let me just say that I can not put my hand quickly on the information you seek.

I would say that long hair was common among seafaring Filipinos and among the natives of the Visayan islands, where the galleons departed from in the early years of the Manila Galleon Trade. I would also think that such long hair would grow even longer over the months on the voyage of the Manila Galleons to the American West Coast.

For some insight, see the hair on the statue of Lapu-Lapu (who killed Magellan on the island of Mactan (in the Visayan islands of the Philippines) in 1521) in the photos linked below. Although this is 150 years earlier, you can see that long hair was common.

<http://www.ikka.es/j.enrique/hablanalumnos/LAPULAPU.jpg>
http://www.everdisturbed.com/manila/photos/lapulapu_head2.jpg
http://www.all4glory.com/pix/images/lapu_lapu_spirit.jpg

If I find anything that can help you, I will be in touch. However, given my commitments at this time, I am afraid it may not be too soon.

Please keep me abreast of your progress.
-Eloisa Gomez Borah

From: "E. W. Giesecke" <ewujgiesecke@msn.com>
To: <david@scshawaii.com>
Cc: <plialoha@hula.net>; "Scott Williams" <paleoindy@hotmail.com>
Sent: Wednesday, November 01, 2006 4:00 PM
Subject: The Nehalem Sandspit Shoreline. The Tree Stumps.

Thanks for including me in your e-mail of Oct. 14th. The NKN story brings back memories. My friend Lewis Scott of NKN: his father was project engineer for construction of the new 101 highway around the mountain. Lewis grew up at the NKN beachfront, his home a stone's throw from where William H. Snyder in 1875 plowed up the first marked rock. This was the 300 pounder which was inscribed with a large W and the DE below. Old Snyder, a first-time settler, found it about 100 feet in from the shoreline and the same distance north of the small creek running down to the shore. I picked up this information first hand from my interview with his son William A. Snyder. Our meeting took place in 1954 in old Nehalem. Snyder Jr. was then himself about 80 years of age. Nice fellow. Lewis Scott also knows where the creek is.

I can add a little to the geomorphology of the Manzanita shoreline. The jetty was built just 90 years ago. This new construction caused most of the prograding, i.e., the coastline advancing seaward at this place. Here it is no longer subject to as much littoral erosion. The sand on the beach and in the surf builds up and the foredunes grow rapidly.

This has meaning for the in-surf portion of the Asian wreck. It is no longer as far out in the water, the sand buildup holding back the tide levels just here. But the wreck is also deeper in the wet sand where it does lie. There is very little chance of any further visual sighting in the surf as long as the sand buildup continues. However we can hope for an unusual combination of events which could reveal it again. We can hope for an extremely low tide but one which has just been preceded by a very strong storm. The latter could cause in-surf erosion of the layer of sand which is over the rocks which lie underneath (and which do support the wreck portion from further sinking.) I have seen a stretch of the north Oregon coast after a strong storm where the sand layer has been stripped away completely leaving acres and acres of boulders underneath. (A sorry event for vacationers!) (Some of this information is thanks to Jonathan Allan, Coastal Morphologist, Oregon St. Dept. of Geology and Mineral Industries, 2004.)

I photographed the sandspit in 1956 from the witness tree (Spyglass Lane now) on to the southward of the spit. That spruce was the only bit of vegetation on the entire peninsula from that point southward. The dunes were flat and low. Today with the introduction of European beach grass the foredunes can reach as high as 30 feet. Fortunately in the deflation zone on the lee side, the elevation drops to where the surface level is only some ten feet above the water table. This means that the land portions of the wreck are likely to be at this depth.

One report from 1894 reads: "...the peninsula between the ocean and Nehalem [bay]...is about half a mile east and west, and about two to three feet [only] above ordinary high tides, and is an uneven flat of small sand dunes." John Hobson, The Oregonian, June 20, 1894. Thus the spit was very low just a century ago. Might it have been only a shoal, or even less, when an Asian ship perhaps sought an anchorage 300 years ago?

So low was the sandspit just a century ago that beeswax was found on the beach. (Now it is

2/9/07

found inland.) J. S. Diller, Field Geologist of the USGS, wrote for The Oregonian on March 27, 1896: "...we found fragments of the wax....buried in the beach sand, just above the present [1896] high tide limit...the beach is gradually growing seaward, and not many generations ago the sea reached the place now occupied by the wax. Mr. Edwards who was my guide at the place...already dug over...obtaining almost three tons of the wax. It was found in the beach sand, within ten feet of the surface." We can extend all this above information to believe that an in-land cofferdam would not need to be extremely deep.

Jane Comerford's observation about "remains of a forest at Neskowin Beach" rang a bell with an article I was acquainted with. It was in Oregon Geology 59:131-144, "Episodically Buried Forests in the Oregon Surf Zone."

As at Neskowin Beach, hundreds of tree stumps of varying sizes are now and then uncovered within the surf zone, there and at other coastal strips, e.g., Moolack Beach. These stumps represent what were once old-growth forests growing close to the old shoreline. The stumps are uncovered when strong storms remove the quartz sand now overlaying them. Previous stages must take place for the final revealing erosion to take place: 1. Wave cutting of the shoreline, creating a broad platform. 2. Tectonic uplift of the platform. 3. Growth of a forest. 4. Rapid burial and preservation of the forest. 5. Inundation of the forest at sea level. As seen, much of the result is due to tectonism along the Cascadia subduction zone.

Suggestion: Come on to the beach soon after the next strong storm which causes erosion of the top sand layer.

Perhaps you will wish to forward this to Jane C. I do not have her e-mail address. I hope the latter information on the Neskowin stumps helps. I also am not acquainted as to who represents your other two addresses, "fastcat" and "ddmc."

Best Wishes,

Eb Giesecke

EwUjGiesecke@msn.com

2/9/07

E. W. Giesecke
318 N. Rogers St.
Olympia, Washington
98501

January 6, 1972

Editor
Tillamook Headlight Herald
Tillamook, Oregon

Dear Sir:

Approximately 270 years ago, an event of great historic significance occurred on the northern Tillamook coast.

The wreck of a Manila galleon on the Nehalem peninsula left a number of castaways. It is probable that these were the first white men in Oregon. Though little is known of their fate, this event should be more properly recorded.

It is suggested that the State Parks Department erect a historical marker on the peninsula. Such a marker will recognize the wreck of the "beeswax galleon" as an important historical event.

It is also vital for Oregonians to approach this historic event, and the research surrounding it, in a "cool" and scholarly manner. Our traditions of science and industry suggest that we look for as many facts as possible, and then let these data lead to the conclusion--if and when possible. This is the scientific, or inductive approach. We must try to avoid the deductive approach, that is, coming up with theories and then "finding" material to back up the theory. If I may, I would like to summarize three bits of evidence regarding the beeswax ship:

1. The beeswax (about 20 tons have been found there) has been radiocarbon dated at 1680 A.D. (plus or minus 110 years.) It has been identified as originating in southeast Asia (from the pollen type.) This information was published in Shell News, New York, Dec. 1961, No. 12, pp. 20-21. This work was obtained by the Tillamook Chamber of Commerce.
2. The wood from the beeswax ship, that is, a sample, has now been tested. There is high probability that the sample *No. 1* came from a teak timber from this Manila galleon. The teak, made into a table top, is in the Columbia River Maritime Museum. Several decades ago, Ben Lane, then Manzanita Mayor, had the table made. Dr. Lawrence Leney, Associate Professor, Wood Science and Technology, University of Washington, in a letter to this writer dated July 27, 1970, stated: "As for origin of the wood, you can say (it) could have come from the Philippines or Malaya region." (The wood was studied for one week in comparative analysis with a large number of worldwide samples.)
3. The Jean de Monsegur manuscript, Paris, French National Library, Ms Fr. 24228, pp. 339-41, indicates that the San Francisco Xavier carried 500 cakes of beeswax from 250 ~~to~~ 350 pounds each, or approximately 75 tons. In addition, she carried silks, porcelain, spices, other merchandise, and a small treasury. There is no record that this vessel ever reached any port following her departure from Manila.

These documents may well provide a reasonable historic basis for establishment of a marker.

I hope that this can be erected.

Sincerely yours,

AGENTS FOR:
BOARD OF MARINE UNDERWRITERS OF
SAN FRANCISCO
VEREIN HAMBURGER ASSICURADEURE
HAVARIE-BUREAU OF HAMBURG,
ETC., ETC.

CODES USED:
SCOTT'S TENTH EDITION, A B C AND
BENTLEY'S



CABLE ADDRESS:
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TELEPHONE 201
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FREIGHT FORWARDERS, CUSTOM HOUSE BROKERS, CARGO SURVEYORS

SHIP AND CARGO SALVAGE IN ACCORDANCE WITH REQUIREMENTS OF MARINE UNDERWRITERS

ASTORIA, OREGON, 10th. August, 1929.

J. Neilson Barry, Esq.,
Secretary, Trail Seekers Council,
Greenhills Route 5, Portland, Oregon.

Dear Mr. Barry:

Your personal note regarding the raising the old galleon sometimes referred to as the Beeswax Ship, received and thank you for your kind offers.

I have no information that the vessel we intend to raise was the Beeswax Ship but most people refer to this vessel by that name, because it has been said by old timers that most of the beeswax found on the beach was near the remains of the vessel which is now buried in the sands above high water.

I understand there is another vessel on the beach only visible at the longest run outs and that there is only a small part visible as most of the hull has sunk in the sands. This vessel is of teak construction the same as the one in the sand dunes.

If you can give me any information of the various vessels connected with the legends at Neh-Kah-Nie, will appreciate this very much.

Thanking you again for your interest and assuring you of my most sincere co-operation,

Yours very truly,



(Signed by E. M. Cherry,
who proposed cofferdam at
Nehalem to free up the ship.
See Oregonian, Aug. 1, 1929)

TILLAMOOK COUNTY PIONEER MUSEUM

2106 Second Street
TILLAMOOK, OREGON 97141
Phone 842-4553

April 11. 1974

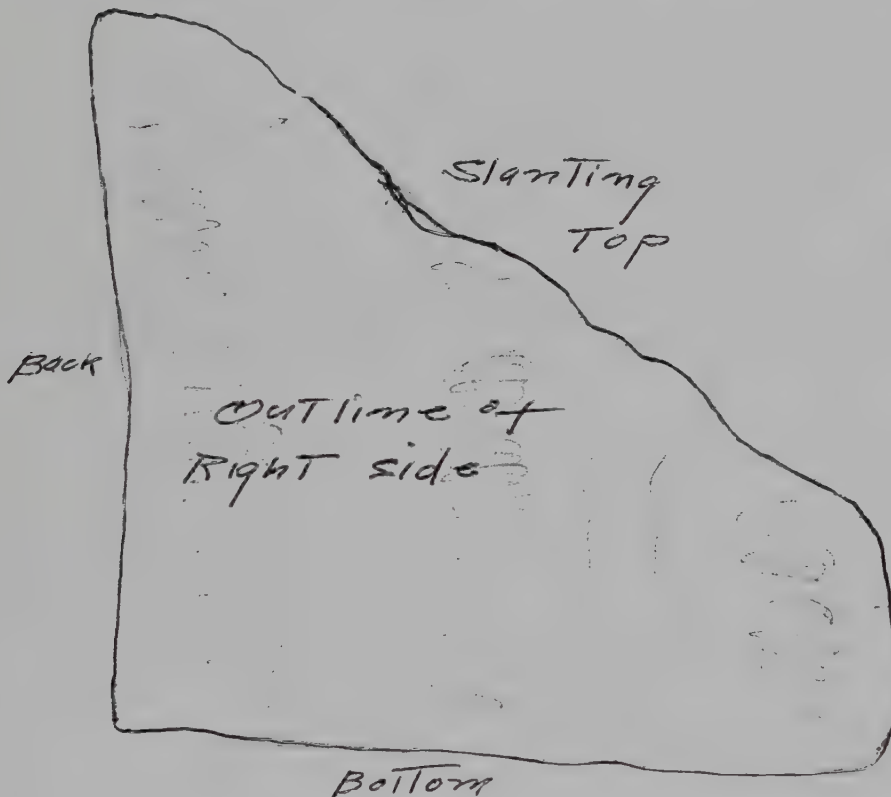
Dear Col. Giesecke:

Maybe after I have been in this museum another 23 years I'll have a better idea of all the stuff there is here! It had seemed to me that years ago I saw a cane here, made from teak wood. But there is none here now and none was ever cataloged. I had read that canes had been made and I guess it was just some sort of hang-up in my mind.

But yesterday while working over a show case of assorted stuff, more or less junk, I hit pay dirt; a small chunk of wood labeled TEAK WOOD. It was from the Vosburg family of Wheeler. Mrs. Vosburg donated a lot of stuff to the museum January 1, 1937. I believe Mr. Vosburg had died some time before that; I have no idea how long. I think they had been in the Nehalem Bay area a long time. I do not find much about them here in the museum but Howard Tilden would know.....After I wrote that, I called Howard Tilden. He did not know the Vosburgs very well but told me who did. At any rate I learned from him that the wreck had been exposed several times in the early part of this century, not just in the late 1890's as I supposed. So people could have obtained wood later than 1900. If you have plans that could cover identification and dating of this specimen please let me know.

Sincerely,

Alex Walker
Alex. Walker
Curator



TILLAMOOK COUNTY PIONEER MUSEUM

Catalog Number 1450

Donated January 1, 1937 (Recorded data)

"Piece of teak wood from the Nehalem Treasure Ship, which is thought to have been wrecked off the Nehalem coast in 1679. This is from the J. L. Vosburg home at Wheeler". *Manila galleon*

Beeswax finds were reported almost weekly until the 1930s when the Nehalem sandspit opened up. See left column.

Wheeler Reporter

Wheeler, Tillamook County, Oregon, Thursday, August 5, 1915

BATTLESHIP SIGHTED FROM JETTY

A ship much resembling a United States battleship was sighted from the Jetty Wednesday steaming north. It is supposed that the vessel is the cruiser Albany returning from San Francisco with the Oregon Naval Militia crew and on its way to Port Angeles, Washington for target practice. The Albany left Portland Sunday, July 25th and spent four days at the Fair, where its crew of Militia boys and Regulars had the time of their lives.

The Albany will return to Portland the first part of next week to discharge the Militia crew after which she will proceed to Puget Sound, her naval base.

MORE PIECES OF BEES-WAX ARE FOUND NEAR NECARNEY CITY

A few pieces of bees-wax were found by pleasure seekers last Sunday on the beach near Necarney City. The pieces are not very large, but are additional proof of the assertion, disbelieved by many, that a large quantity of the wax is still scattered up and down the beach, mostly buried in the sand.

The origin of the bees-wax found on the beach is supposed to be part of a cargo of a Spanish vessel sunk near the spot where large slabs and candles of bees-wax have been unearthed. The vessel is supposed to have been wrecked on the beach between the 15th and 16th centuries.

LARGE CROWDS ENJOY PICNIC AT MANZANITA BEACH

Rev. and Mrs. Shoenberg, of the Lutheran Church, of Portland, were the guests of honor at an old time picnic held in Manzanita Grove last Monday. The crowd numbered about sixty and all seemed imbued with the proper picnic spirit and spent a truly enjoyable day. Such old timers as Alex Anderson, Sr., and Charlie Christensen were noted as especially enjoying themselves around the dinner table, where none dared to question their oft proven supremacy as trenchermen. The only ones displaying a lack of appetite were two or three of the brave young knights who besieged Castle Cranecrow (or was it Camp Cranecrow?) all the morning; this being accounted for by the amount of punishment absorbed by them in the form of the delicious chocolate ammun-

ROAD WORK PROGRESSING

WHEELER-BRIGHTON ROAD TO BE ONE OF GRAND SCENIC BEAUTY

Grading operations have started and work of slashing is nearly finished. Extensively used when completed

Work on the Wheeler-Brighton Road is progressing rapidly. Burns Bros. moved in their donkey engine and steel scraper last week and have already finished one eighteen-foot cut. Where cut and fill are close this scraper can certainly handle the dirt, bringing in 24 yards at a trip. The road is now slashed nearly all the way and the trees felled and bucked ready for piling.

This piece of road will rival all our other roads in scenic beauty, the view through the trees as it winds along the brinks of canyons and tops of hills being exceptionally attractive. The deep blue of the bay and ocean, divided by the narrow strip of sand spit, Neah-kah-nie Mountain, the broad river, old Baldy and Onion Peak; all pass in a grand panorama as one goes along.

This road will be the most travelled one in this end of the county when completed, especially so after its connections are completed.

BAILEY MILL STARTS CUTTING LUMBER

The Bailey Mill Co. started sawing Tuesday. Their first cut will be used for dockage, after which they will start on a big box lumber contract. According to present indications this mill will run steadily, furnishing work for a number of men.

ELK AND DEER INCREASING.

Last Winter's Conditions in Sequoia Unusually Beneficial—Freak Doe Is Named "Pinto."

San Francisco, August 5.—Last winter's unusual weather conditions proved excellent for the elk and deer in the Sequoia National Park south of the Yosemite, in California. Heavy snows began on the levels above 5000 feet as early as October, but unusually warm temperatures prevailed in

ATTENTION!—DAHLIA-GROWERS

All dahlia growers are urged to display their dahlias at the Annual Floral and Industrial Fair to be given in Wheeler on August 21st. The Fair is also known as the Annual Dahlia Fair. The dahlias will be displayed in two classes, class A to consist of 10 Pompons, 10 Peonies, 20 Shows, 20 Decoratives, and 80 Cactus, 150 in all. Class B, a mixture of 150 of your best dahlias, any varieties. Please send a few extra as some will be damaged in transferring. All exhibitors in Class A will receive \$1.00; Class B, \$2.00 apiece. Entries to be made with Mrs. Louisa Todd. Please be prompt with your entries. Fair committee will transfer your dahlias to Wheeler if you will have them ready by 7:30 a.m. Saturday August 21st.

LOCAL - PERSONAL

When this town goes dry us Chermans will have to all hang together.

Wanted at once—Two niches in the Correspondent's Hall of Fame for E. C. Madden and W. L. Mayer, star reporters.

W. S. Baker, wife and daughter, visited Wheeler in their touring car. Mr. Baker is district agent for the Northwestern Mutual Life Insurance Co. and reports business as being good.

Mr. and Mrs. Cronen have moved into a building down town, near the cannery. Their new location will be much closer to Mr. Cronen's work and will do away with much hill-climbing that was necessary to get to their former home.

Never mind about where Du Bois is going to spend that million—just hoe your potatoes. In other words, "Don't stop to figure out why a black hen lays a white egg, but go get the egg, you durn fool."

The dance at Nehalem last Saturday night was well attended and a good time was enjoyed by all. A number from Brighton and Wheeler attended. A sure sign that we are progressing was the surplus of ladies over men, where a few years ago it was just the opposite.

MR. REED ADDING AT NEAH-KAH-NIE

Mr. S. G. Reed's latest beautiful summer resort is in front of the hotel veranda no doubt be much used by his guests, and if pure wonderful scenery are some great tennis should be

This is in line with Mr. Reed's program of progress. In general business depression, trying to see men like to build up and push things, credit cannot be given. Mr. Reed's efforts along that line. Fair financial conditions, beaches will come into the premier beauty spots of the coast when it comes down to real comfort, our Nehalem Beach the others backed off the no mere idle boast, but the opinion of the many people yearly and who are unflinching.

DANCE SATURDAY-THE REGULAR AFFAIR

There will be a dance at Hall, Wheeler, on Saturday August 7th. Music is to be by the Nehalem Orchestra under the direction of Herr Kling.

For the benefit of those at Nehalem, the Jew a special trip, free of charge at Nehalem at nine o'clock after the dance, making with the auto bus. For information, see Andersen Bros.

The dance will start at 9 o'clock. Good, lively music and the management of the dance are to be given hereafter at Wheeler. present arrangements for dance each alternate Saturday and Wheeler, thus amusement for all. Each week the Nehalem Orchestra will furnish both places and will entertain none but up to the minute.

SHOW PROGRAM

The serial "The Diamond Sky" was started at the theatre last Thursday and made a hit. Manager I trouble getting started, at his film supply house reels, but finally got on. This serial will be shown with a drama and a comedy bill.

Saturday night's show

Subject: First Known Report of Beeswax Being Traded with
White Men on the Northern Oregon Coast.

Sergeant John Ordway's journal of Sunday, March 9, 1806, entered at Fort Clatsop, read:

"...10 more of the party went and brought in the meat of the 2 Elk. Shortly after we returned Several of the Clatsop Indians came to the Fort with Some Small fish and a little bears [bees] wax to trade to us."

I was very happy to just find this reference. No other expedition member recorded the trade offering of beeswax. And this Ordway account has recently been republished and indexed, following its 1916 first publication. Now this University of Nebraska Press edition, as part of the entire Lewis and Clark set, has an Index, making the find about the 1806 beeswax trade relatively easy.

(This John Ordway journal is published in The Journals of the Lewis and Clark Expedition, Lincoln: The University of Nebraska Press, Vol. 9, 1995. The reference to the beeswax -- the first such reference known -- is on page 276. The Corps was still at Fort Clatsop just off the Columbia River. They departed two weeks later, March 23, for St. Louis.)

There can be little doubt that Ordway meant beeswax and not "bears wax," as traded on March 9, 1806 by the Clatsops.

1. Prof. Moulton listed it in two Indexes under "beeswax": In the Index to Volume 9; and in the Comprehensive Index in Volume 13. These referred to Ordway's March 9, 1806 beeswax.
2. Moulton gave no entry or index for "Bears wax" or any such. Thus he judged that this was a manuscript error or reading difficulty off Ordway's original journal. He judged that Ordway clearly meant "bees wax."
3. The words "bears; oil" is a separate entry in the Comprehensive Index, p. 10. There is no entry for any "bears wax." Thus there was no such commodity as "bears wax.]"
4. Trade by the Clatsops of beeswax at the mouth of the Columbia was thus already established in 1806, as Alexander Henry later wrote in 1813.
5. The 1813 report: "Great quantities of beeswax continue to be dug out of the sand near this spit, and the Indians bring it to trade with us." (See full reference in Warren L. Cook, Flood Tide of Empire, New Haven: Yale University Press, p. 31-2.) Cook's earliest reference of beeswax trade as of 1813 is thus preceded by seven years to a beeswax trade report by Sergeant Ordway of the Lewis and Clark Expedition, at Fort Clatsop.

As to the source of the 1806 beeswax trade, there can be little doubt but that it came from the Nehalem wreck, as then reported by Alexander Henry in 1813 from the same area as an already established trade.

Research Notes and Bibliography

A Spanish ship and the crew initially survived. Alexander Henry arrived at the fur trade post at Astoria (Fort George) late in 1813. Later he married an Indian woman, thus learned their traditions. In his journal for February 28, 1814, he wrote:

"They (the Clatsops) continue to bring us frequently lumps of Bees Wax, fresh out of the sand which they collect... on the Coast to the Southward, where the Spanish Ship was cast away some years ago, and the crew all murdered by the Natives."

This entry means they believed the Nehalem vessel to be Spanish and only their galleons would be that far north in that early time period. There were survivors, at least at first, thus we suggest "first contact." The beeswax is being brought to the fort "frequently." This trade continued for several more decades after which the white settlers began to dig out and market tons, as it is written, of the wax. This would place total tonnage of wax well over 20 tons total.

The Journal of Alexander Henry the Younger, Barry M. Gough, editor, The Champlain Society, 1992, p. 686.

Native traditions of the beeswax wreck, survivors, and the salvage of cargo from the beached vessel is recorded in many early northwest publications. See, for example, Oregon Native Son, October 1899, p. 299, relating that the survivors built store houses on shore for the valuable cargo but the beeswax was left to sink in the sands. Several Nehalem-related articles appear in issues of the periodical in late 1899 and early 1900. Warren N. Vaughn received the traditions from very aged Indians when he first arrived in Tillamook country in 1852. See Till Broad Daylight, A History of Early Settlement in Oregon's Tillamook County written by Vaughn, published in 2004. The daughter of a Clatsop chief related to her new husband Sol Smith, that the wreck took place between 1700 and 1710 (note that the San Francisco Xavier disappeared en route to the west coast in 1705). She told this history in the early 1800s and S. A. Clarke published it, along with other such traditions, in Pioneer Days of Oregon History, Vol. I, 1905, pp. 156-175. This Indian princess also related that 25 or 30 men came ashore at Nehalem and lived for a time among the Indians. Numerous traditions state that the wax was also stacked up and stored. Clarke wrote: "A fortunate ferryman ...found stores of this same wax on his own land claim, above all ocean tides and a hundred yards or so distant from the beach." (Vol. I, p. 170.)

Note: Nearly all of the possible sites for the location of the "beeswax galleon" (or other nearby wreck) are on the land of the Nehalem Bay State Park. Visitors are asked to observe all park regulations. These may be obtained at the park entrance or camping points.)

Studies at the University of Oregon, Department of Anthropology, lend academic support to these native traditions and draw on scientific testing of the wax, hardwoods and sherds. These focus on a mid-seventeenth century Asian ship on the shore at Nehalem. See Jon Erlandson, Robert Losey and Neil Peterson, "Early Maritime Contact on the Northern Oregon Coast: Some Notes on the 17th Century Nehalem Beeswax Ship." Changing Landscapes, North Bend, Oregon, Coquille Indian Tribe, 2001. Professor Erlandson is Director of the Natural History Museum, University of Oregon, Eugene.

John A. Woodward, Archaeologist at Mt. Hood Community College, identified the old ship's pulley, retrieved from the Manzanita beach surf wreck by Pat Smith in 1896. Professor Woodward labeled the wood as calophyllum and reported its dating to ca. 1650 AD. (The pulley is thus a SE Asian hardwood.) John A. Woodward, "Paleoseismicity...on the Northern Oregon Coast." Oregon Geology, May 1990, p. 64.

Ethnologist Yvonne Hajda of Portland differentiated three "early contact" traditions. Her paper is "Ethnohistory of the Nehalem Shipwreck," October 31, 1989, 12 pp. These are: (1) A ship wrecked in the north at Pt. Adams and a slave known as the iron worker; (2) A ship anchored off Neahkahnle and 20 men rowed ashore. They carried a chest two miles inland and buried it; (3) A ship loaded with beeswax was wrecked on the sandspit between the mouth of the Nehalem and Manzanita. The crew came ashore and lived there for some time. Dr. Hajda writes that the Neahkanle event has the least evidence or external support though it is the most recent of the three. Number (3), the Nehalem tradition, she writes, is supported by the great amount of wax recovered and comparative ethnohistorical accounts.

Local publications provide solid reports of evidence of the beeswax ship. See "A Patchwork History of Nehalem Bay," compiled by the Nehalem Valley Historical Society, ca. 1995. Subjects are as the "witness spruce," other shipwrecks (e.g., the Mimi whose steel hull lies in the far surf just opposite the southernmost camping area of the Nehalem Bay State Park), and teak woods found. See also "Tillamook Memories," Tillamook Pioneer Association, 1972.

Stories of Nehalem by S. J. Cotton, 1915, provides solid, local information. Five pages are addressed to beeswax finds. Pat Smith, Ben Lane, William Snyder and other early informants are mentioned.

A historic marker is long in order for the vicinity of Nehalem Bay State Park. Wording suggestion is given early in this book. Further, investigation on the grounds for the Asian wreck will surely be undertaken at some point. Donald C. Cutter, professor of history at the University of New Mexico, wrote: "The most fruitful scholarly approach for the Asian beeswax vessel would be an archaeological study of any existing remains, coupled with further investigation of the site of the ...Spanish [castaways]."

SPANISH GALLEON WRECK
BURIED ON OUR OREGON COAST

Includes BIBLIOGRAPHY

SEVEN EVIDENCES:

A SPANISH GALLEON WRECK

NORTHERN OREGON COAST -- CIRCA 1700 A.D.

by E. W. Giesecke

January 2000

A few years ago, a 300-plus year old piece of an ancient ship was found on the sand of our northern Oregon coast. It was a very weathered and aged wooden rigging block from a sailing vessel.

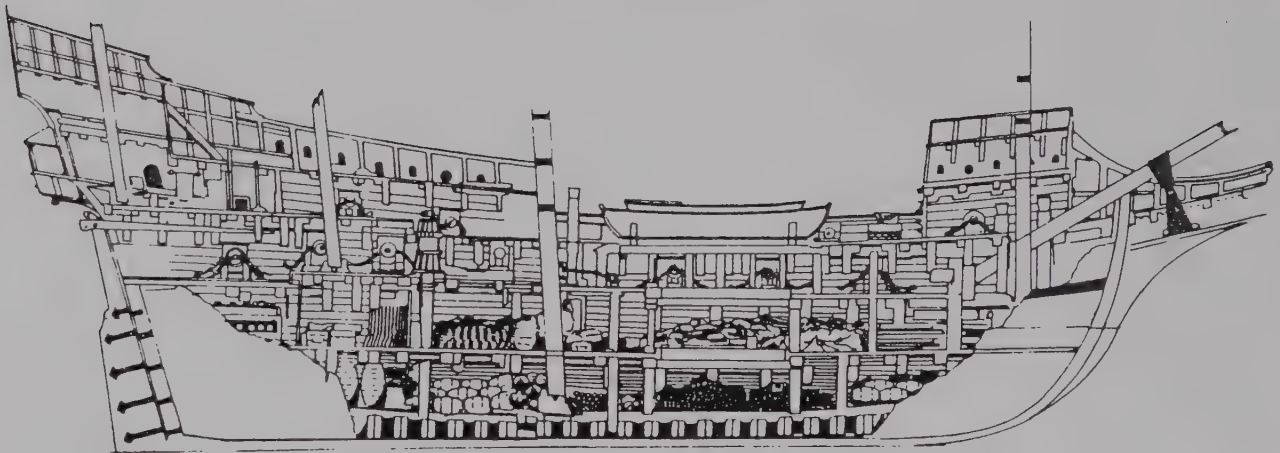
Three hundred years is a long time ago for our coast -- long before the clipper ships raced to San Francisco with gold seekers; long before the fur traders came from New England (like Captain Robert Gray who discovered the Columbia River in 1792); and even long before the famous voyage of Captain James Cook, one of the earliest explorers on our coast.

Is it possible an entire wrecked ship from, say circa 1700 A. D., could be found under sands of one of Oregon's beaches? Many scholars and coastal citizens think so. The find of the old rigging block has enlivened the search.

The Columbia River Maritime Museum coordinated a laboratory analysis of the block. This dated the wood to about 1681. This was in the years that the Spanish Manila galleons sailed on the northern trans-Pacific route, northward from the Philippines, across the ocean south of the Aleutian Islands, then southbound not far off our coast to Acapulco, Mexico.

From our ocean shore, there is much hard evidence of the wreck of a large vessel, apparently Spanish, long before the first explorers are known to have reached our shores. Seven confirmations of a wreck, or perhaps more than one, originate beginning with the early 1800s.

The evidence includes: many tons of beeswax, including candles, many inscribed, dating back several hundreds of years; another ship's pulley or rigging block, dated some 350 years old; a teakwood cane from the wreck, dated just as old; teak boards serving as a table top, now in the CRMM, and analysed as having grown in southeast Asia; a silver oil jar, found in wreckage in the surf, just north of the Nehalem River; small bits of sherds and even larger pieces of porcelain identified as originating several hundreds of years ago in China; and considerable documentary evidence, such as the journals of our first



Above, Mid-seventeenth century Spanish galleon. (Museo Naval, Madrid) Below, schematic cross-sectional (interior) plan of a seventeenth century galleon. The San Francisco Xavier, sailing the annual Manila to Acapulco route in 1705, was rated at 1,000 tons. She carried 500 cakes of beeswax totaling some 75 tons, much general merchandise in boxes, silks and cloths, spices, some gold and above all, several hundred passengers.

explorers and fur traders here, as well as a translation of a Spanish manuscript of 1707 showing the cargo list of the galleon, the San Francisco Xavier which carried some 75 tons of beeswax, plus silks, porcelain and other cargo into the Pacific.

In this writer's files there are many pages of notes and references for each of the articles listed above. Space here will allow only a few findings concerning some of these items.

Beeswax

Approximately 20 tons of beeswax have been found on northern Oregon coast beaches. Large blocks from 125 lbs. down to wax candles were picked up in abundance. Pieces can be seen in most museums on the coast and around Portland. Dozens of residents on the north coast have beeswax chunks in their homes. This writer found a half-pound piece on the Manzanita beach just a few years ago. (Most golden brown wax looks so much like driftwood that it is difficult to distinguish.) Printed records exist of six tons shipped to Hawaii in 1847, and by 1908 it was estimated that 12 tons had been found.

Many of the blocks and candles were inscribed with Christian symbols, numbers and other marks. The largest concentration of beeswax has turned up in the sands of the Nehalem peninsula (which until a few decades ago was almost devoid of trees or vegetation). Radiocarbon dating in 1961 indicated the wax was collected in approximately 1680 A. D. Pollen analysis placed its origin with a species of holly on Luzon Island, Philippines. The manuscript journal of Alexander Henry reveals a descendant of an ancient shipwreck, who had red hair, and

whose mention included a report of large quantities of beeswax being dug out of the sandspit.

(The best first hand references can be found by using the indexes to newspapers, located in Portland, Astoria and other towns, dating back into the 1800s. For one of the references on beeswax dating, see the Oregon State publication, The ORE BIN, January 1962. The wax has been dated several times, with some variance in the findings, but all very old dates. Some of the wax tested was likely second generation, that is, from used candles that had been scraped up and re-melted into blocks. Indeed, blocks have been found with pieces of candles inside them. Using re-molded wax would give an earlier time period than the date of the host block. Some of blocks were deeply inscribed with the letters "I H S" or "I H N," abbreviations used by the Roman Catholic Church for "Jesus Hominum Salvator" and "In Hoc Nomen." The blocks found were generally broken, so that only part of these letters appeared on any one piece of beeswax. Some other markings resembled symbols used by the owners, colonial Spanish merchants in Manila, according to William Lytle Schurz, author of the excellent book, The Manila Galleon.)

Rigging Block Found in 1896

For many decades, a surf-worn pulley block, dark brown and 32 inches long, was on display at the Horner Museum, Corvallis. According to an old newspaper clipping pasted on to the pulley as of the 1950s, the heavy, 35 pound block was pulled from the sands by Patrick Smith, an elderly bachelor of Nehalem who had devoted many years to searching

out the riddles of this Oregon coastal area.

The newspaper article quoted Thomas H. Rogers, McMinnville druggist of early this century and author of the book Nehalem, as follows: "In response to the telephone message...I hastened to Neahkahnie to find that I was so late [for the extreme low tide] we could get but an occasional glimpse of the wreck so deep in the sands that the sea rolled over it. A friend of mine, Pat Smith, had anticipated us by taking a large pulley and some teakwood from the wreck, from which was turned a carpenter's mallet now on display at the Oregon Historical Society." (The date and publication of this article had been cut off from this clipping on the pulley.) The pulley block toured with several history exhibits in recent years, from Portland to Tacoma and Anchorage. It is now reported to be back in the Horner Collection, University Archives, OSU, Corvallis. The collection is not now open to the public.

The heavy pulley was tested for age more than a decade ago. "The... laboratory has also recorded a date of A. D. 1640 + or - 20 ...from a ship's pulley that was made of an Asian wood (Calophyllum sp.). The pulley was found in 1896 on or near the teakwood wreck." This is from an article by John Woodward, archaeologist and professor at Mount Hood Community College, and published in "Oregon Geology," May 1990.

The Nehalem sandspit has been building up from windblown sand collected by the planted grasses and the rapidly growing pines with some scattered spruce. Fifty years ago there were no trees to be found where the Oregon State park is now located. And before that time the sandspit was much lower in elevation. The teak galleon is believed

buried below some three yards of sand. Based on this writer's research since the 1950s, the location is between the Nehalem airstrip on the peninsula and the ocean shore. It is possible that the large galleon broke into one or more parts, and that the heaviest, possibly with the ballast, remained in the surf, and the lighter section was carried by storm waves on to the sandspit. This breaking apart is exactly what happened to the Spanish galleon Atocha in 1622 off the Florida Keys.

Teakwood Cane

Nehalem residents of nearly a century ago routinely cut pieces from the hard wood of the ship, and from these they made furniture and household objects. From the John Woodward article described above, the following is taken: "Between 1890 and 1916, one wreck with exposed ribs, a keel, and teakwood decking was partially stripped of its wood, which was then locally used to make furniture and souvenir walking canes. In 1989, the Quaternary Isotope Laboratory of the University of Washington obtained a radiocarbon date of A. D. 1638 + or - 21 from one of these Asian teakwood (*Tectona grandis*) canes that had been in museum storage."

Teak Boards

Other samples of teak have been identified as to source. Some thin teak boards form the top of a small table which is now at the CRMM. This table was made by Ben Lane, mayor of Manzanita in the 1950s. This writer obtained a sliver of this wood from underneath the boards. He had it tested at the University of Washington Wood Sciences laboratory in 1970. The professor reported in writing that the sample was indeed

teak and that it had grown in the Philippines or the Malaya region. The evidence points to either two shipwrecks on the Nehalem sandspit, one in the surf just north of the river's mouth, and one in the sand one to two miles to the north, or to one large vessel, broken up.

Silver Oil Jar

According to a circular issued a half-century ago by a business group in Tillamook, the only treasure object ever reported as found on the Nehalem sandspit was discovered in 1898.

In that year, John E. Tuttle drove his buggy and team south on the beach. Near the end of the spit, near the Nehalem's mouth, and at extreme low tide, he saw two broken masts protruding from the wet sand. With shovels, he and others dug out pieces of beeswax, plain and some with inscriptions. They also dug out a small container, a small curved jar, nearly three inches high, with a lid. On the lid was an "O," later judged to signify "oleum," that is, oil.

The silver container was sent to the Smithsonian Institution in 1941 for evaluation. They wrote that it appears to date back to Europe -- particularly Utrecht, Holland -- of the 1700s, and is the work of a Dutch silversmith. They added that the Spanish empire traded with many objects made in the low countries and that it would not have been unusual to find such a container on a Spanish vessel. This silver container was also on exhibit at the Oregon Historical Society in recent years.

Ceramics

The Indian middens and campfire locations of the Nehalem peninsula

TILLAMOOK COUNTY CHAMBER OF COMMERCE
2105 First Street
Tillamook, Oregon

January 15, 1962

SPANISH TREASURE

Tillamook. For 150 years writers have told of beeswax found on the Nehalem Sandspit in north Tillamook county. The wax much of which was marked with letters, numbers, or symbols has never been positively identified as being the cargo of a specific vessel.

However, when the age dating laboratory of Shell Oil Company a few weeks ago with a carbon-14 process established the fact that the beeswax was formed about 1681 they made an outstanding contribution to early Oregon history. Curiously the specimen with which they worked was from a block which bore the numerals 1679.



In November 1961 Mrs. Harry Tuttle of Winthrop, Washington learned this from a newspaper clipping and then told an intriguing story of a piece of buried treasure.

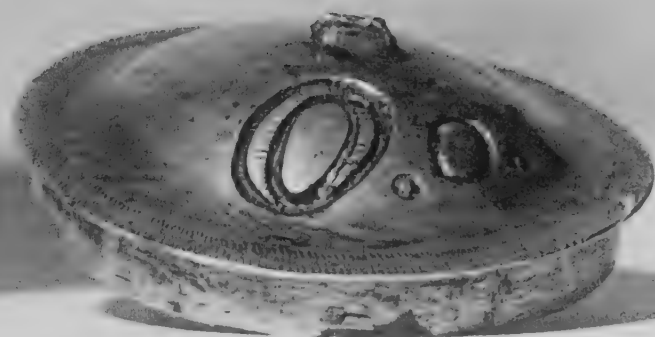
Excerpts of a letter from Mrs. Tuttle to Alex Walker, curator of the Tillamook County Pioneer Museum, state:

"We own a small silver container, taken from the beeswax ship in the year 1898. My husband's father, John E. Tuttle, built the first telephone system in Tillamook, and my husband's mother was operator at Tillamook. One time in extreme low tide he took his wife and son - my husband - a little boy then, to this ship. Only the top of the mast was showing. He drove there with his buggy and team. They took the shovel down and began to dig. They of course dug out beeswax plain and with inscriptions. My husband cut his teeth on some of the beeswax. They also dug out this silver container. It is solid silver. I sent it to the Smithsonian Institution in October 1941 and am copying the letter received from them."

'The small silver container, apparently a condiment or spice box, bears on the lid the hallmark (see sketch)...this was the hallmark for silver in several European cities, particularly, Utrecht Holland, about 1750. It is thought that the container was made about that period and that, although resembling Colonial Spanish silver, it is actually the work of a Dutch silversmith.'

In answer to a questioning letter, Mrs. Tuttle said "---there were two weather beaten masts sticking up which resembled driftwood."

Mr. Tuttle also indicated in a sketch drawn from memory the beeswax ship was located on the Nehalem Sandspit between Manzanita and the mouth of Nehalem Bay.



From time to time until as recently as 1930 the remains of an old vessel have been observed partly buried in the sand dunes of the Nehalem Sandspit or submerged in the surf. Tillamook County Judge Otto E. Effenberger recalls as a small boy about the turn of the century visiting the wreck of an old ship from which teakwood was removed and near which beeswax was found.

In 1898 Pat Smith of Nehalem took much teak from the wreck and from it made walking canes. Smith spent most of his life looking for buried treasure on Neahkahnie Mountain. This treasure was from the beeswax ship according to many accounts.

In 1929 the ship was again visible and E. M. Cherry then British vice-consul in Astoria developed plans to raise it and search for possible treasure. It developed that this plan would require a \$30,000 cofferdam so nothing was done.

SAN FRANCISCO XAVIER

As evidence accumulates it seems likely that the beeswax and the silver condiment container were aboard the ill-fated Spanish galleon San Francisco Xavier which disappeared in 1705 while enroute from Manila in the Philippines to Acapulco, Mexico. Scholars have pointed out that the size and markings of the beeswax blocks were identical with those which were a part of the galleon's cargo. An eastern historian plans further research this summer on archival material in Spain.

Certain inconsistencies in dates can be explained. The figure 1679 on the specimen block in the Tillamook County Pioneer Museum of course agrees closely with the date 1681 set by modern science. However, why was the beeswax kept for 24 years before it was lost on the Tillamook coast? To answer this, students of the subject say that blocks of wax were stock piled not unlike salt is in some lands or gold at Ft. Knox.

It is more difficult to reconcile the manufacture of the silver object in about 1750 with it being on a ship wrecked in 1705! However, the Smithsonian Institute in their study used the term about 1750. Since the hallmark was a common one it must have been in existence for many years before and after 1750. In any event the Tillamook County Pioneer Museum and Chamber of Commerce are bending every effort to obtain a date range on the tiny silver treasure.

JOURNALS AND GENETICS

Other means are available to establish a date on the wrecking of the beeswax ship but the records and legends are complicated with tales of several ships, including oriental junks. Some of the facts recorded since the disappearance of the San Francisco Xavier are summarized:

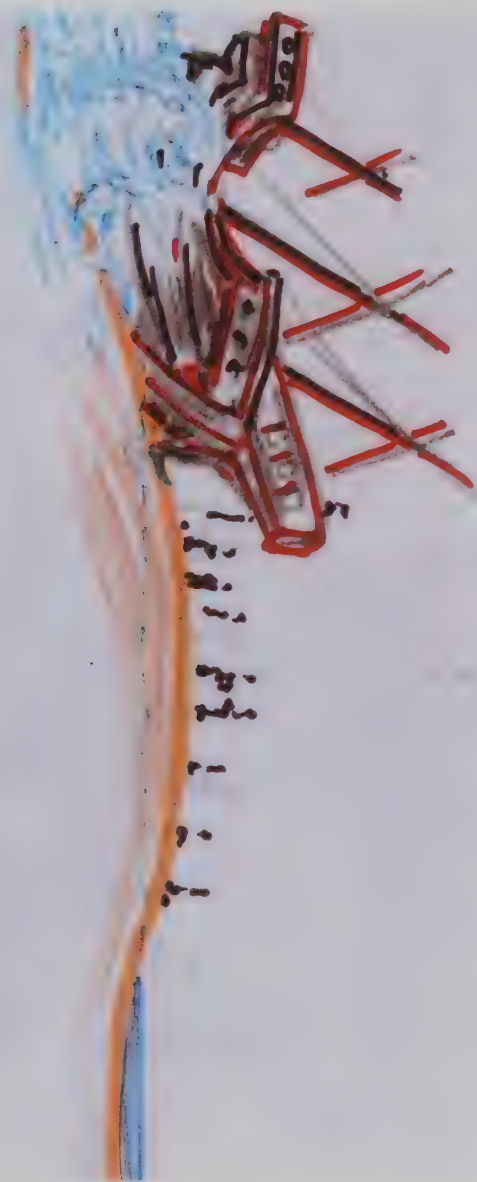
1781-83 Captain James Cook touched on the northwest coast and observed the Indians had metal and were not surprised at the sight of white men. Cook recorded no deserters.

have yielded pieces of porcelain (sherds) in decades of archeological research. Many of these sites were on the river side of the peninsula, due west of Wheeler and Fishery Point. Two Portland archaeologists believed that the sherds they found indicated a cargo destined from China to another Asian country, rather than for the European trade. That is, not for Spain or her colonies. The porcelain pieces found show a cargo of earthenware without handles and without specialty or serving dishes, i.e., which Europeans desired but Asians did not. Cups with handles were not found at any locale on the sandspit. Thus the archeologists believed that the porcelain was likely not from a Manila galleon, but from an Asian ship which was caught up in a storm, lost its rudder or sails or both, and was driven upon the Oregon shore. The sherds were analyzed both by style and technically (study of content for elements, bubbles, glaze). Radiocarbon dates of associated charcoal placed the fragments in the period between 1570 and 1720 from China, with emphasis on the earlier years. The dating of the sherds overall appeared as much as one century earlier than a galleon sailing in approximately 1700 AD. Articles on the porcelain pieces have been written by Herb Beals and Harvey Steele of Portland. As to drifting Asian ships reaching our coast, they were likely to have been Japanese junks. Charles Walcott Brooks wrote a paper in 1875 after a careful study of junks found by other ships in the Pacific. In his "Japanese Wrecks Stranded and Picked Up Adrift in the Pacific Ocean," he wrote that "every junk found adrift or stranded on the coast of North America [in the previous centuries] has on examination proved to be Japanese, and no single instance of any Chinese vessel has ever been reported."



Chinese porcelain sherds from the North Oregon coast.
Most of these date to the Kangxi period, AD 1662-1722.
Courtesy of John Dube' of Manzanita, from his collection.
Chinese porcelain was a standard cargo of early Spanish ships.

Note "jumping boy" porcelain piece at left of red-backed photo -- compare with the full large jar. Close comparison! Caption at underneath large jar reads: "Fine Blue and White Porcelain Jar and Cover, decorated with children playing a variety of games. of the Kangxi (K'ang Hsi) period, A. D. 1662-1722." Thus John Dube's piece may well be of that period.





CASTLETON STATE COLLEGE
CASTLETON, VERMONT 05735

March 10, 1970

E. W. Giesecke
318 N. Rogers St.
Olympia, Wash. 98501

Dear Mr. Giesecke:

I was pleased to receive your letter of March 3rd, and to know that you secured samples of the wood believed to have comprised part of the Manila galleon at Nehalem Beach.

On June 28, 1969, I delivered to Yale University Press the completed manuscript of my book: Flood Tide of Empire: Spain and the Pacific Northwest. The first week in January a letter from them stated that it was still being read "out of house", and that they would notify me as soon as a decision about publication was made. It is being read by Archibald Hanna and Howard Lamar, among others. As of September 1st there was a new history editor, Robert Zangrando, and I suspect that has caused some delay. As you can well imagine, I am impatient to receive positive word, but no news is good news, I expect.

As regards the Monsegur MS, I cited it in one footnote, as source for the details in one of my paragraphs in Chapter II. I never had need of making an English translation, since reading it posed no difficulties. When I sent you the microfilm, I kept no copy, as I did not expect to need it again. If you have means of sending me a photostat, I shall be pleased to translate it as best I can. You have been of such help to me that I would be glad to do it. Incidentally, I acknowledge your assistance in my prologue.

I was disappointed that you did not make it to the Society for the History of Discoveries Annual Meeting at the James Ford Bell Library in Minneapolis last October. As you may not have heard, I was a last-minute substitute panelist, and gave a talk on Spanish attempts to capture Lewis and Clark, dead or alive. A portion of chapter fourteen of my book, it was very well received. Perhaps you will be able to make it next October to the meeting of the SHD, which will be at UCLA. I hope to make it there, if my book is about to appear.

Sincerely,

Warren L. Cook
Warren L. Cook, PhD.
Professor of History
& Anthropology

WLC:dys

An excellent book on this subject is The Shogun's Reluctant Ambassadors by Katherine Plummer, an Oregon Historical Society book.

Documentary Evidence

The French translation of the cargo listing of the San Francisco Xavier is an example of documentary evidence. This manifest of 1707 included 62 to 87 tons of beeswax, in some 500 cakes; 2,000 packages of silks, gold ingots in the sum of 25,000 piasters (a relatively small amount when compared to the treasure galleons coursing the Caribbean in those years), a quantity of porcelain and many spices. (The French document is referenced in Warren L. Cook's book, Flood Tide of Empire, chapter two.) This cargo does not mean that the Nehalem teakwood wreck is the San Francisco Xavier. According to Dr. Cook, at least five other Spanish galleons left the Philippines for Acapulco over the North Pacific route and never reached their destination. This would still represent very few lost ships, considering the long 250 year commerce, one galleon each year from 1565 to 1815.

Other documentary sources range from the journals of early fur traders on our coast, to much more recent articles and letters in local newspapers. In 1813, Alexander Henry arrived at the estuary of the Columbia along with his partner David Thompson. They related that an old Clatsop chief had come to them and that, "...with him a man about thirty years of age, who had extraordinarily dark red hair, and the supposed offspring of a ship that was wrecked within a few miles of the entrance of this river many years ago. Great quantities of beeswax continue to be dug out of the sand near this spit, and the Indians bring it to trade with us."

Cargo manifest of the last voyage of the San Francisco Xavier
sailing from Manila to Acapulco included 75 tons of beeswax
(A copy of the manifest first translated, Spanish to French)

*Compte Du produit de la carg
cargaison du Galion appelle
le S.^t Francois Xavier du
port de 1000. Thonneaux venu
de Manille a Acapulco au
commencement du mois de
Jennier 1707.*

*Le Donneur du compte rend de la Cargaison du
dit Vaisseau qui arriva de Manille a Acapulco,
en 1707. et de aux li. Chapitres suivants se expliquera
par detail la qualite des Marchandises ^{au} et les
Prix qu'elles se vendirent la d. Annee*

500. Marquette de Cire au moins pour len. de 10 jusqu,

14. arrobes chacune et de 12 l'une portant l'autre

qui font 6000 - arrobes de 25. ^{4 francs chacune} qui se vendirent

a 25 piastres l'arobe 15.0000 - p

The heading above may be translated as "manifest of the galleon
San Francisco Xavier, 1,000 tons, from Manila to Acapulco in 1707."
The translator, Jean de Monsegur, was apparently using the date of
his research rather than the exact sailing date. E. W. Dahlgren,
the Manila galleon chronicler, wrote that this vessel sailed from
Cavite near Manila in August 1705. It disappeared without a trace.
Its cargo included 500 cakes of beeswax averaging 300 pounds each,
approximately 75 tons, value 150,000 piasters, silks, gold and spices.

(Courtesy of Warren L. Cook, author of Flood Tide of Empire, 1973)

Box 195
Castleton, Vermont 05735
August 12, 1966

Mr. E. W. Giesecke
337 N. Rogers St.
Olympia, Washington

Dear Mr. Giesecke:

It has been some time since you heard from me, or I from you. In the meantime I paid a lightning visit to the state of Washington for a sad event --my father's funeral. He passed away on April 20th in Spokane. I missed that Friday's classes, the funeral was on a Saturday, and I arrived back in Castleton on the following Tuesday, in time for that day's classes.

Dad was a pioneer in Spokane, having been born there in 1885 when it was scarcely a town. He was much respected in the community. I regret that he was unable to see my book in print, but he took satisfaction from knowing that I was nearly finished. He had been in failing health, semi-invalided after a strong five years ago, but he was alert until the last few days before the final stroke that took him the morning of the 20th.

The microfilm came from the Bibliotheque Nationale. I have read it and extracted everything I will need from it. At the pertinent spot in my Chapter 2 it enabled me to add the following sentences:

"On its final voyage, the San Francisco Xavier carried 500 cakes of beeswax of from 10 to 14 arrobas(250 to 350 lbs.) each, for an estimated value of 150,000 piasters. Two thousand packages of silks, an equal number of bundles of diverse merchandise, gold ingots in the sum of 25,000 piasters, and a quantity of porcelain, pepper, cloves, nutmeg, and aromatic drugs comprised the rest of the cargo, for an estimated total value of four million piasters."(Footnote:) "Compte du produit de la carg/ cargaison du Galion appelle/ le S^t francois Xavier du/ port de 1000. Thonneaux venu/ de Manille a Acapulco au/ Commencement du mois De Janvier 1707," which constitutes chapter 48 of a manuscript work by Jean de Monséur, "Nouveau Mémoires touchant le Mexique ou la Nouvelle Espagne," FrBN(Ms. Fr. 24228), pp. 339-41.

You may keep this microfilm for your own purposes, as a gesture of gratitude for the many things you have sent me.

I hope you have found these months productive. I still have many ends to tie up in my manuscript before I can submit it to the publisher. Hence I would welcome detailed criticism of that portion of Chapter 2 which I sent you. Keep me informed of anything new, if you will.

Sincerely,
Warren L. Cook

In 1848, John Hobson walked to Nehalem and saw the wreckage of the beeswax vessel. He wrote that the natives told him there were a number of castaways from the ship. They lived at peace with the natives and intermarried. One of the bearded survivors left a legacy of red hair and freckles. Were these castaways the first Europeans to set foot on the Pacific Northwest coast? Or were they Asians? There are pioneer-era reports of early visits to the Nehalem peninsula and what was told them by the natives. For example, a record indicates there were 30 survivors and that they wore their hair in tails at the backs of their heads. They were not as white as the Europeans, and they had come with the beeswax ship.

From Astoria, E. M. Cherry often traveled to Nehalem. He apparently had located the teakwood wreck on the sandspit in 1929, because he made plans to build a cofferdam and raise the wreck. His plan was printed in a news article appearing in the August 1, 1929 Morning Oregonian, page one. This was nearly 70 years ago, and the object of the large pit that Cherry (a respected Astoria businessman) set his hopes on certainly must still rest below the surface sands of the peninsula. The 1929 strata is now several feet below the present surface in the area of the Manzanita airstrip. Given the restrictions of rules and laws for state parks as well as for private land ownership, it is most likely that only a lucky "drill" for some type of construction purpose would locate the hidden timbers of the well-documented teakwood galleon of the Nehalem peninsula.



ALEX WALKER - CURATOR

Letter from the Director of the Naval Museum
in Madrid stating that the San Francisco Xavier
galleon disappeared after leaving Cavite in 1705

(Translation adjacent)



MR. E.W. GIESECKE
OLYMPIA, WASH
WASHINGTON

Muy Sr. mio:

Del galeón San Francisco Javier no existe ningun
dato de él.

Solo se sabe que partió de Cavite en agosto de
1705 para Acapulco, iba mandado por D.Santiago Zabalburu,
hermano del Gobernador de Filipinas D.Domingo. No se vol-
vió a saber nada de él, se sospecha que se incendió, pues
no apareció ni una tabla.

Esto es todo lo que dicen los historiadores de Fi-
lipinas Murillo Velarde, Montero Vidal y Martinez Zuñiga.

Por el nombre podria sospecharse que fué construi-
do en Cavite.

Le saluda atte.



JULIO F. GUILLEN
CONTRALMIRANTE

Madrid, 18 de diciembre de 1.965

Dear Sir:

There is no record of the galleon San Francisco Javier.

The only thing that is known is that she departed from Cavite in August 1705 for Acapulco, under D. Santiago Zabalburu, brother of the Governor of the Philippines, D. Domingo. Nothing was ever heard from her again, and it is possible that she was destroyed by fire, for not a trace remained.

This is all that is reported by the historians of the Philippines, Murillo Velarde, Montero Vidal and Martinez Zuniga.

The name leads one to believe that the ship was constructed in Cavite.

Respectfully yours,

s/

Julio F. Guillen
Rear Admiral

Madrid, Dec. 18, 1965



Contemporary drawing of a mid-seventeenth century
Spanish galleon. (National Maritime Museum, London)

About the Author

Born and raised in Portland, Oregon, he spent his vacations with his family on the Tillamook coast, from Rockaway to Manzanita to Neahkahnie.

During the Depression years of the 1930s, and as a boy, the holidays at the ocean beach was the thrill of the year. One day in 1935, his father called him aside in his rental cabin at Rockaway. He had to tell him a story. It was about strange historic events that took place just a few miles to the north, at Nehalem Bay. John F. Giesecke told his eight-year old son Eberhard the tradition of the ancient beeswax ship and also of the Neahkahnie "pirate" legend.

With this profound boyhood impression, the author began a lifelong "at the side" hobby of collecting bits and pieces of the Nehalem story. This book is a small result.

E. W. Giesecke's academic interest has been the Pacific Northwest maritime history, exploration and fur trade. He has published in the Oregon Historical Quarterly, Terrae Incognitae, Columbia Magazine, Air University Review and other journals.

He graduated from the University of Oregon and earned a Master's degree in Political Science and History from Auburn University. At a southern college he taught American history and Political Science. He worked as a manager with the state governments of Oregon, Washington and Virginia for many years and served on active duty with the United States Air Force for 15 years.

